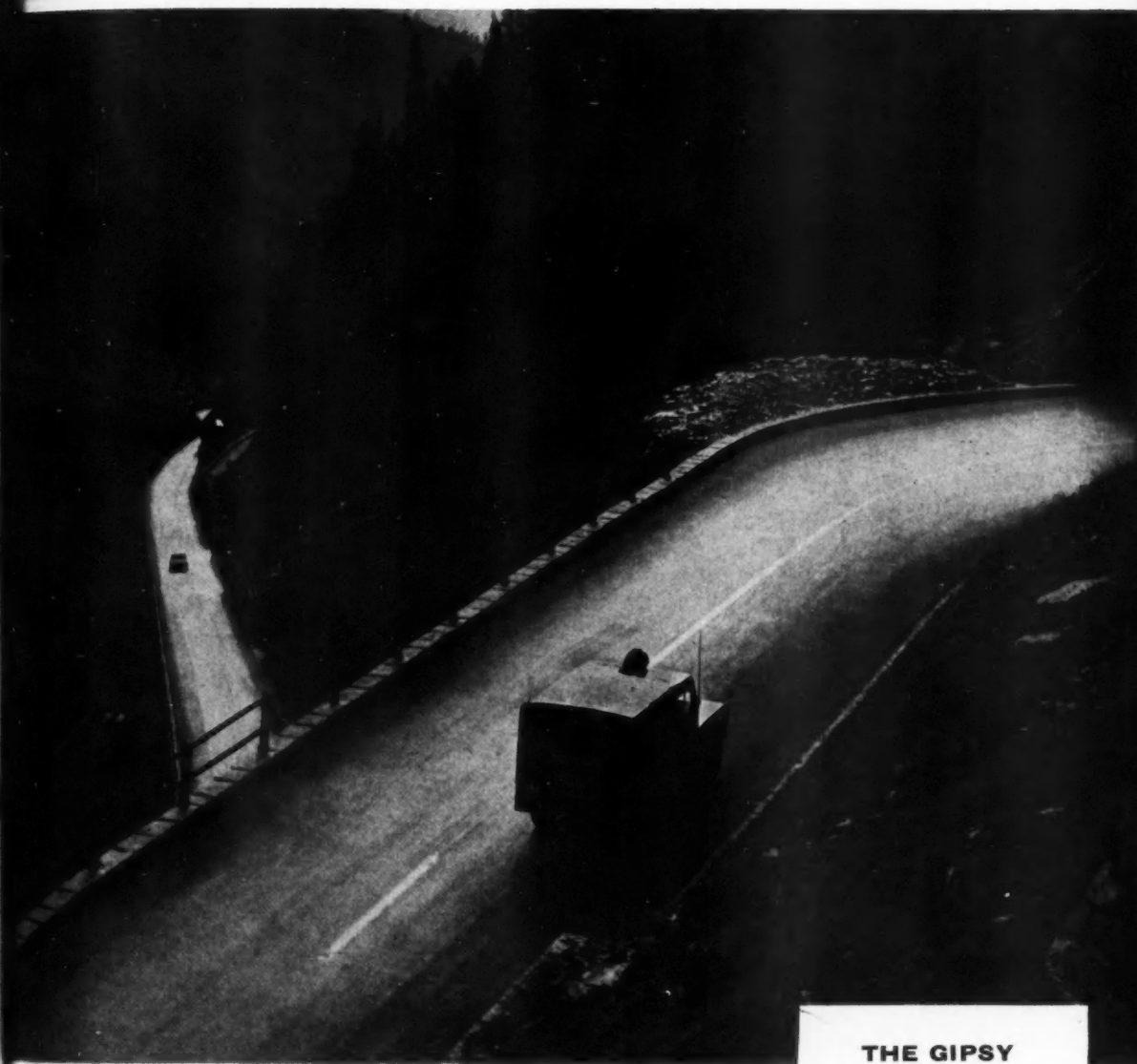


# THE COMMERCIAL MOTOR

DEPARTMENT

FRIDAY, SEPTEMBER 9, 1960  
ONE SHILLING



## Rescue in the Swiss Alps - by Austin Gipsy

At 7,000 feet high Grimsel Pass, an Austin Gipsy of the Touring Club of Switzerland at work on a breakdown-vehicle rescue service. A job that demands the highest qualities of a vehicle.

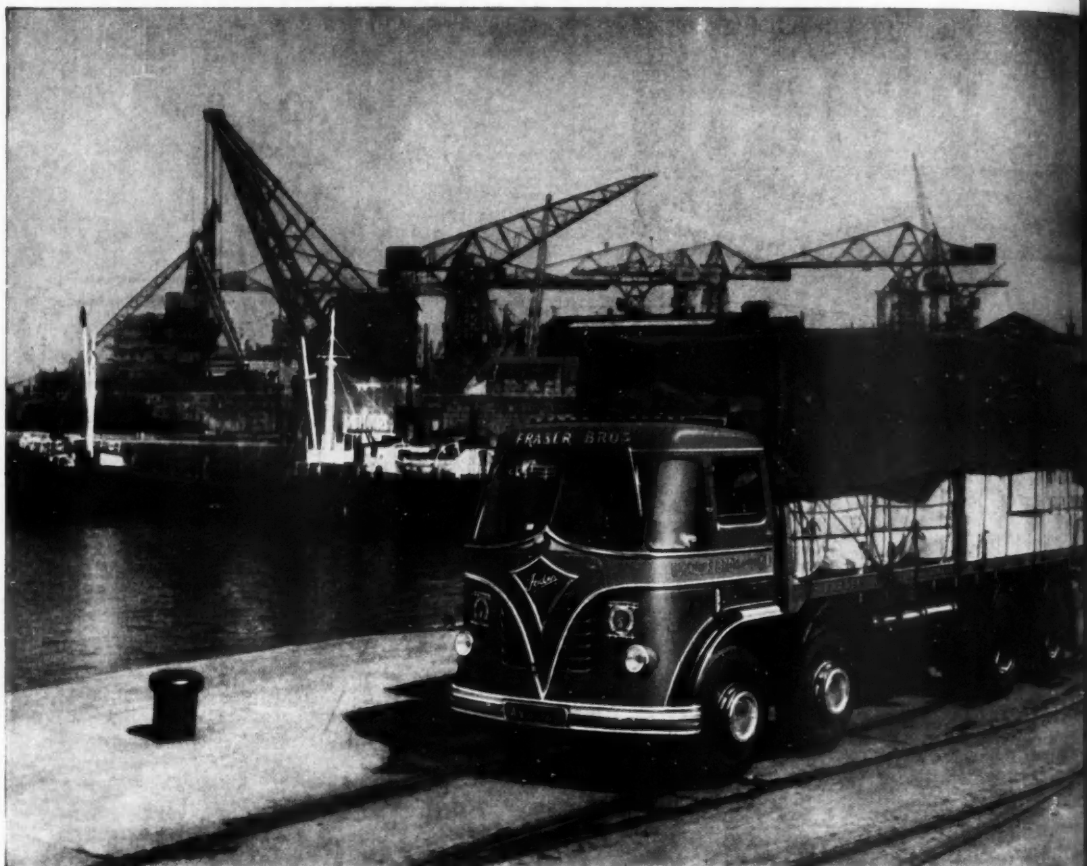
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'Flexitor' rubber suspension; f.w.d. with full normal drive speeds; power take off; available with canvas hood or hardtop or as a pick-up; 12 months' warranty; backed by world-wide B.M.C. Service.



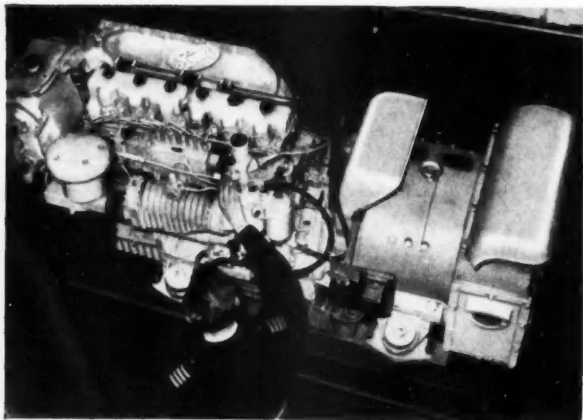
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**on land and sea**

**Foden**

**meets the need  
for power**



This Foden FE6/24 eight-wheeled wagon, operated by Messrs. Fraser Brothers of Greenock, is powered by a 6-cylinder 150 B.H.P. Foden two-stroke oil engine.

In the background is the vessel "Lairdsburn", owned by the Burns and Laird Line.

The vessel is equipped with a Foden 6 cylinder two-stroke oil engine, precisely similar to the engine fitted in the eight-wheeler seen in the foreground.

It drives a 60 KW Generator which supplies all the power for the ship's steering, derricks, lighting and heating. A view of the engine room is seen on the left.

**See our exhibits on Stand 78  
Commercial Motor Show  
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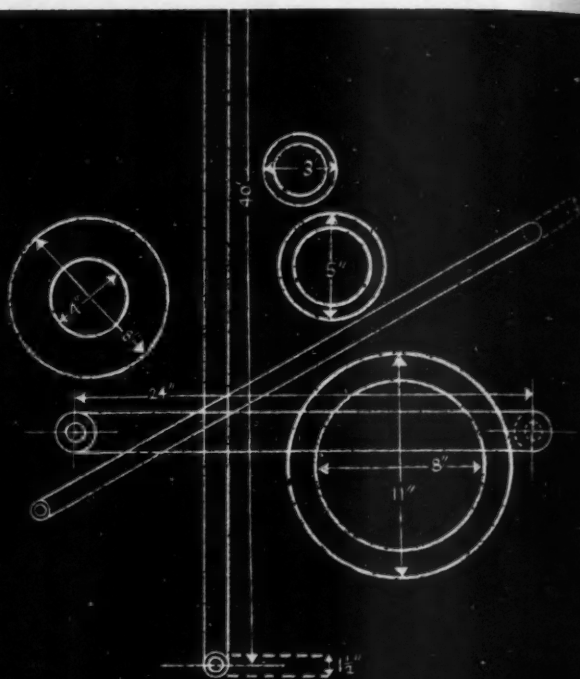
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Series**

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*What a Partnership !!"*

These **LAYSTALL** thin wall liners were  
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ASTON, BIRMINGHAM

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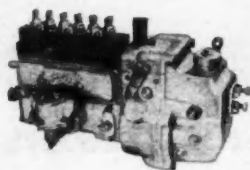
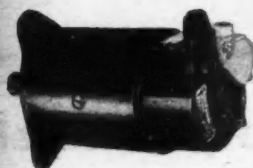
Standardize

*Simms*

LIGHTING

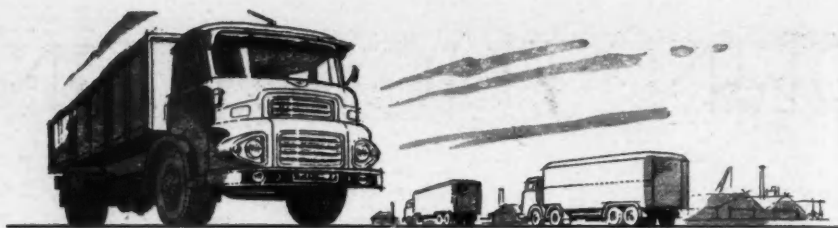
FUEL INJECTION

STARTING

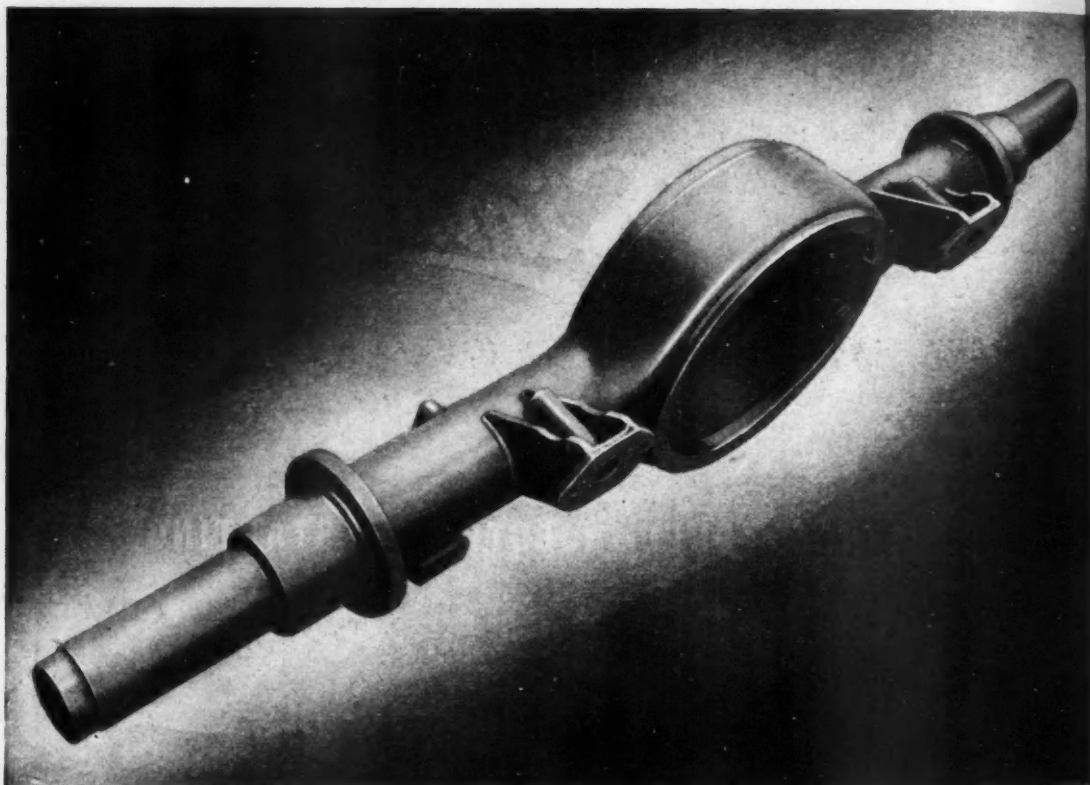


on their 0-400 engines

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**Leyland power-plus vehicles  
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**That's why Rubery Owen motor division  
were chosen to supply the axle case**

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A Member of The Owen Organisation



# JOHN THOMPSON

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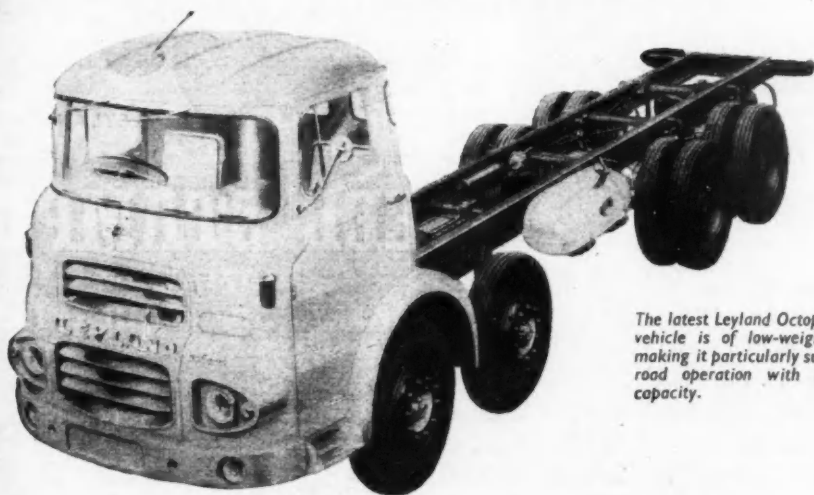


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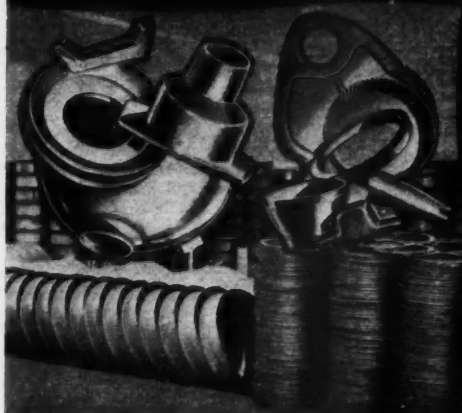
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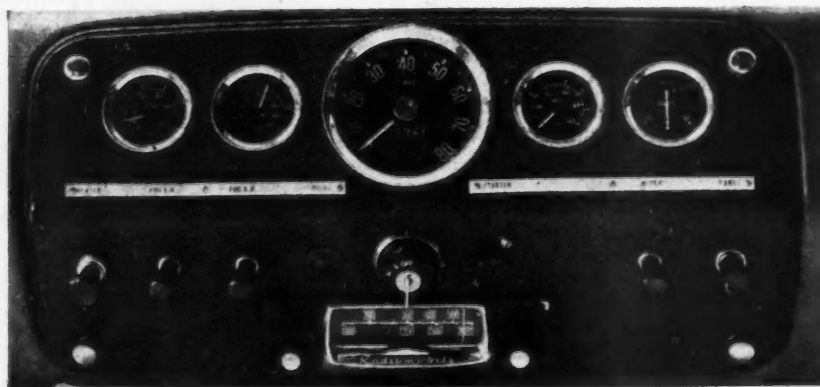
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Leyland's new Octopus and Beaver are vehicles worth looking at. They are supplied with SMITHS cab heaters and SMITHS Radiomobile radio as optional extras. The SMITHS instruments on the dashboard match the vehicles in efficiency and design, and the accurate information they provide contributes equally to safe driving and proper maintenance. They are worth looking at, too.

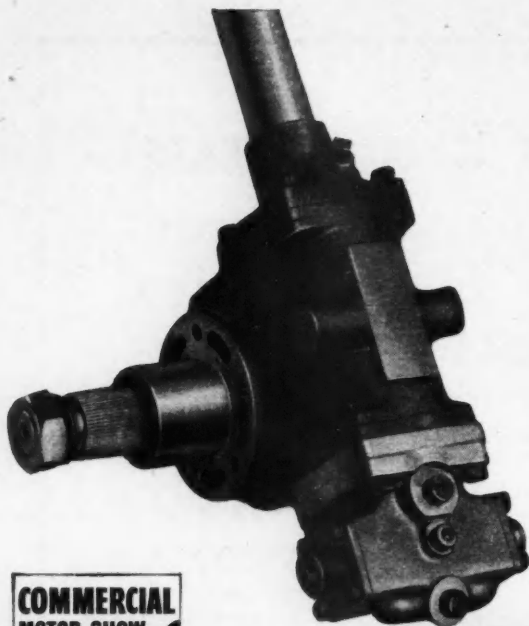
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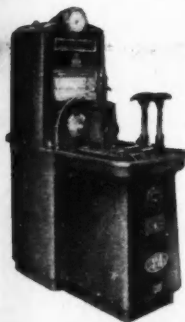
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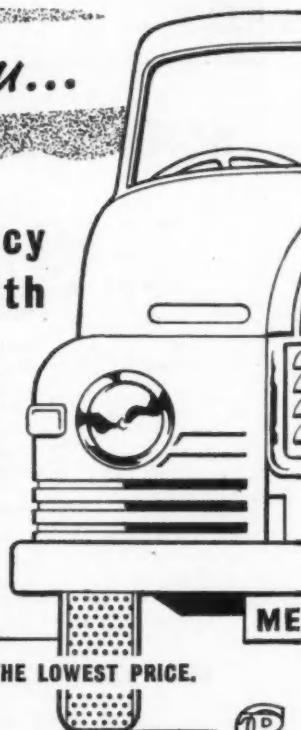
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\* (Prov. Patent No.6310-57).

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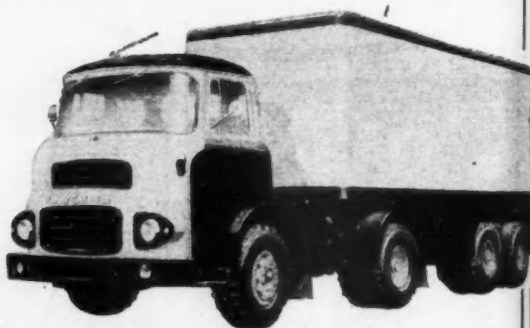
Heavy duty vehicle from  
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**1a THORPE ROAD**

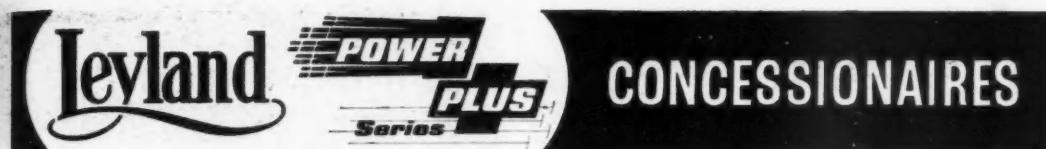
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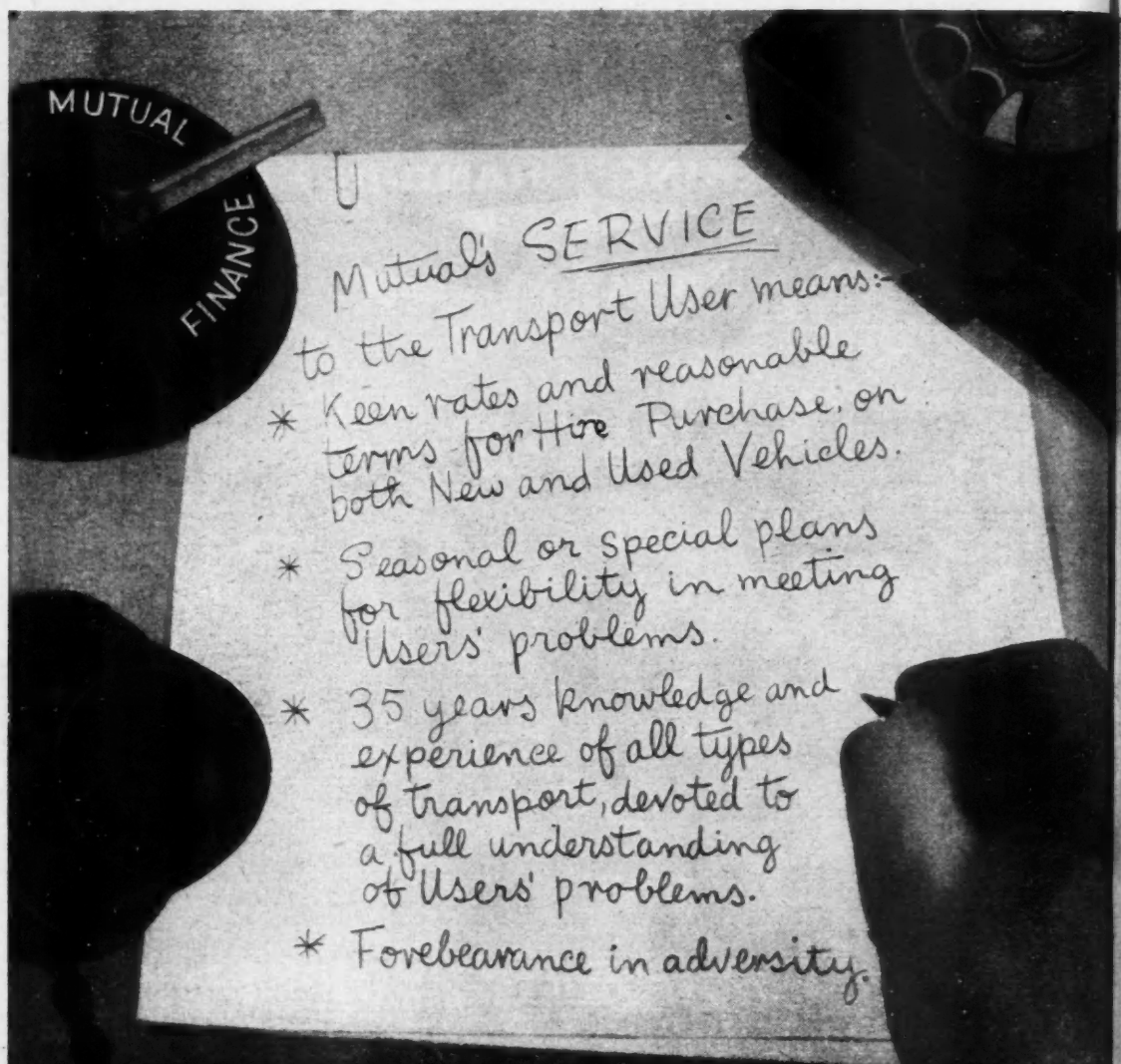
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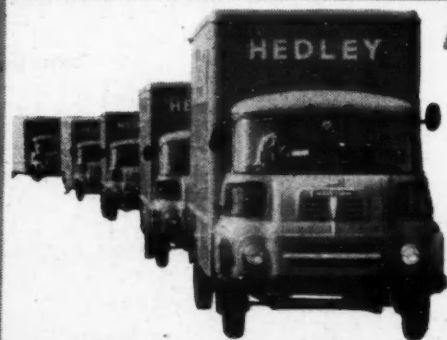
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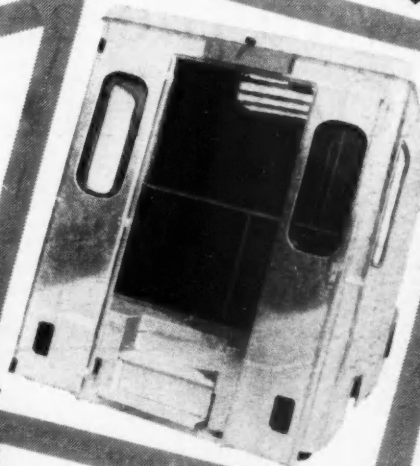


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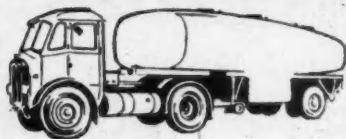
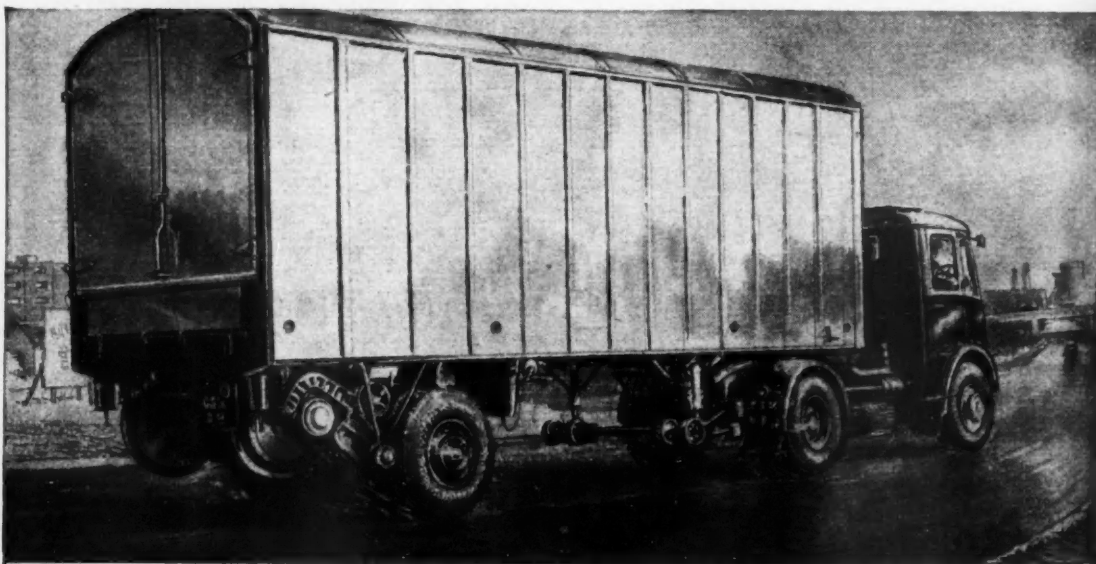


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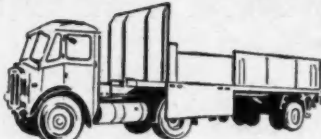


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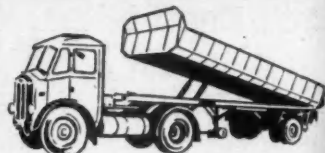
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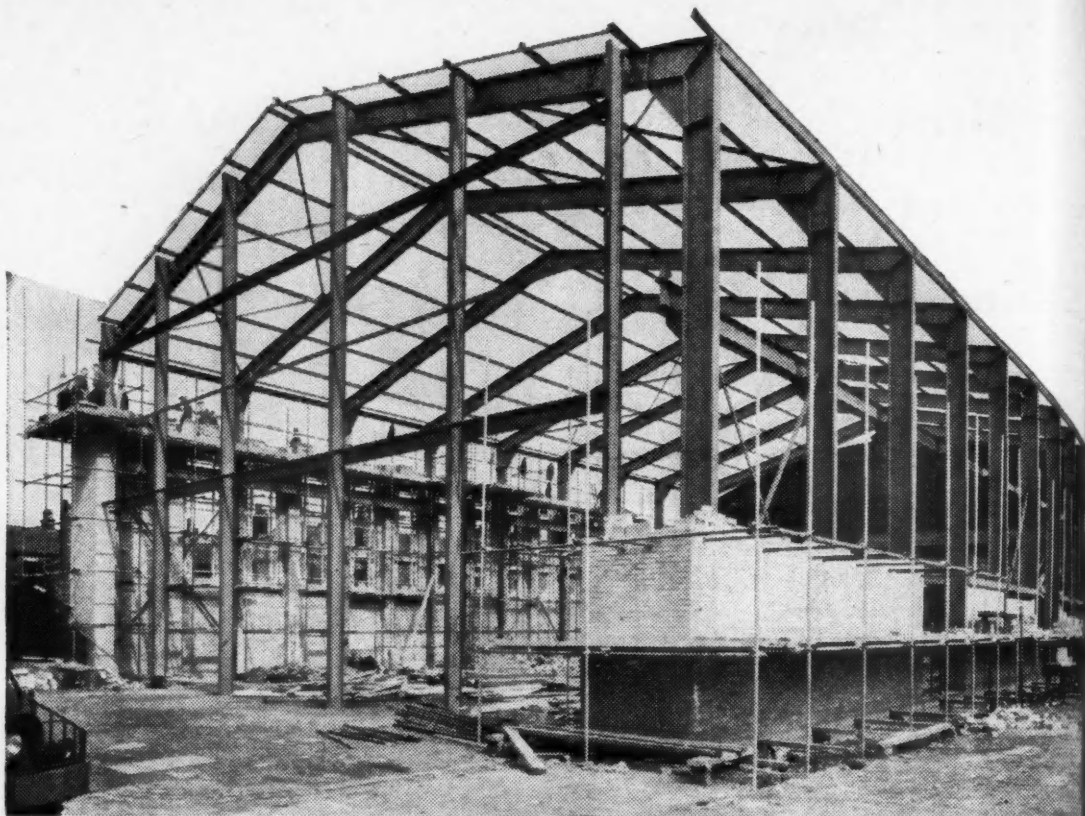
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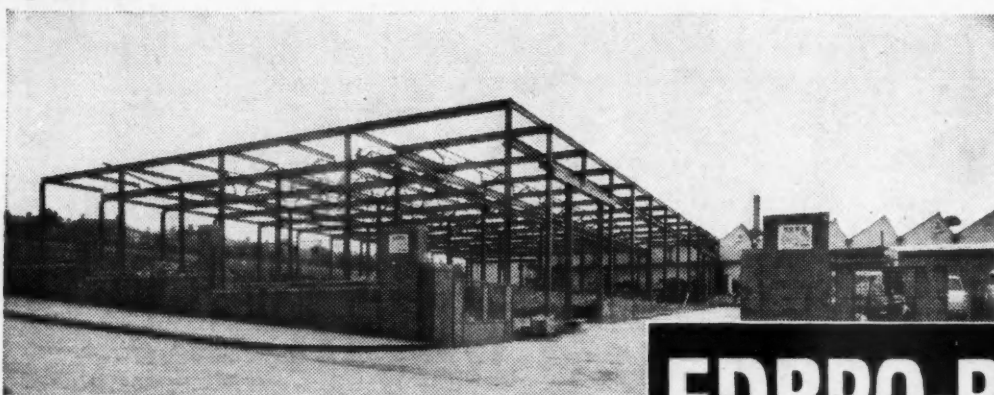
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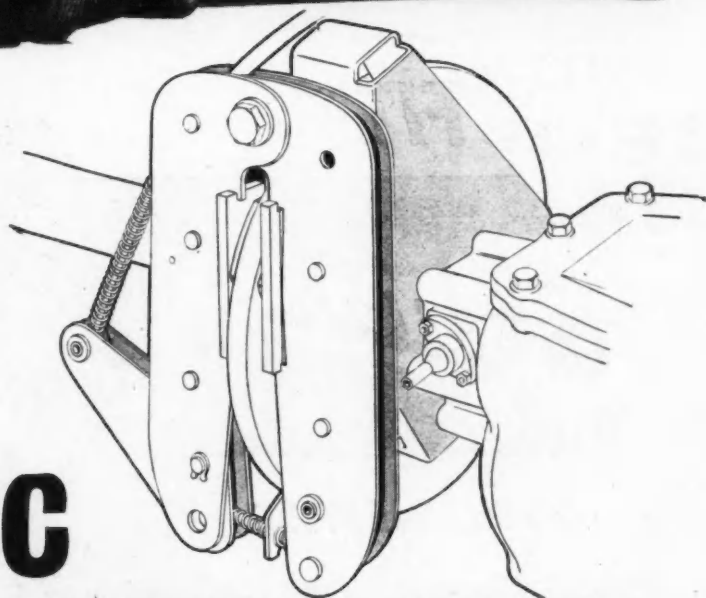
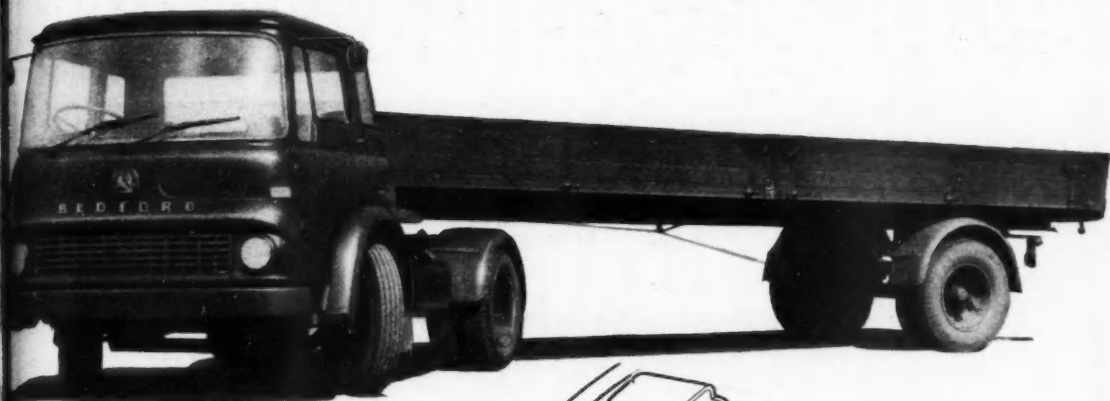
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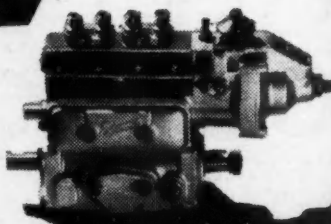
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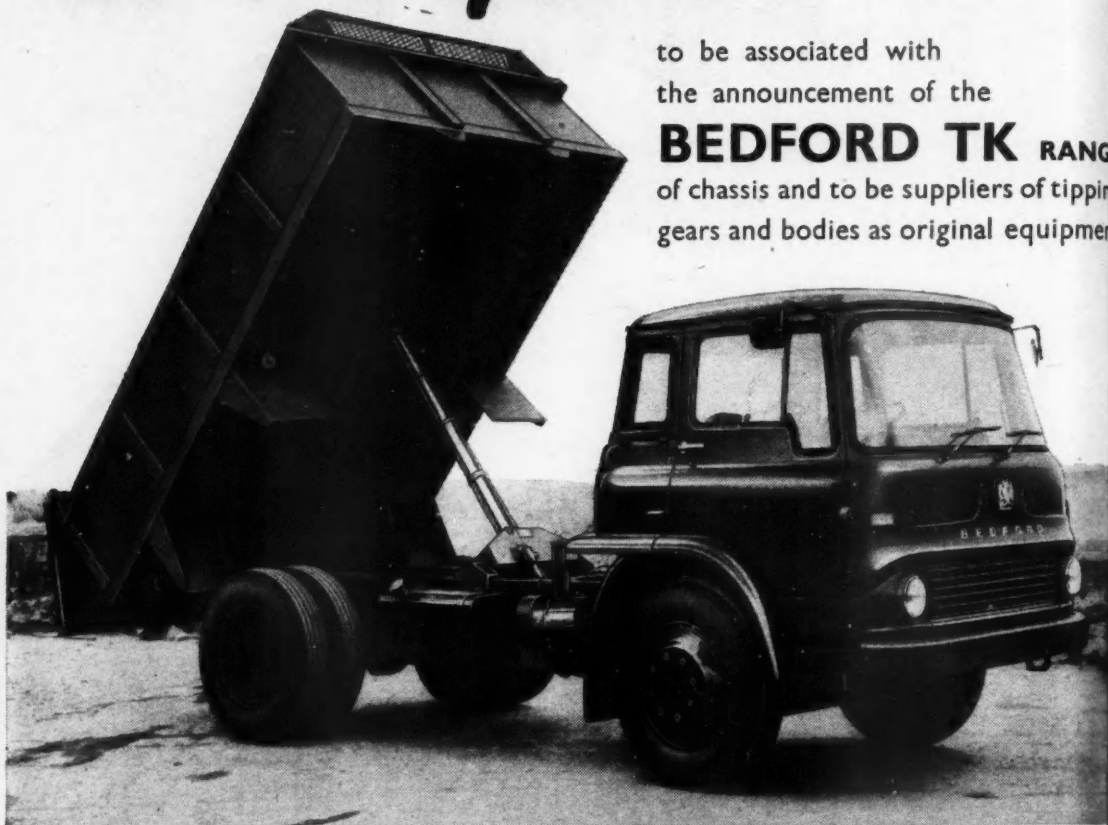


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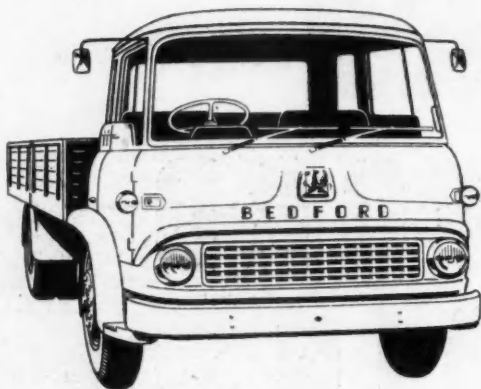
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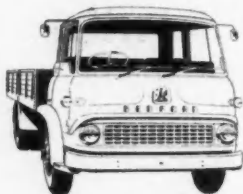
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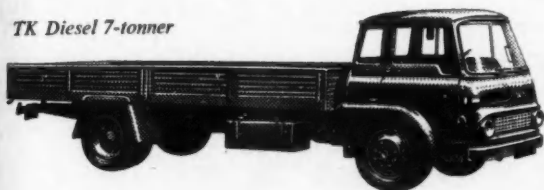
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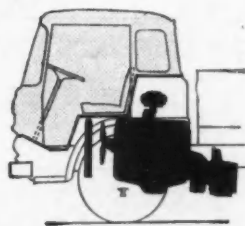
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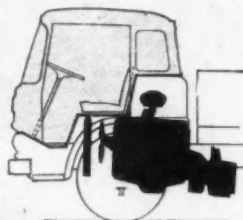


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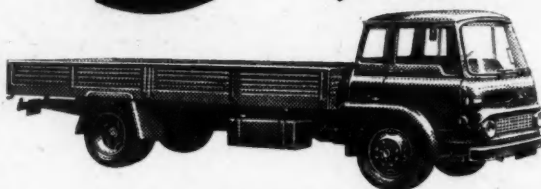
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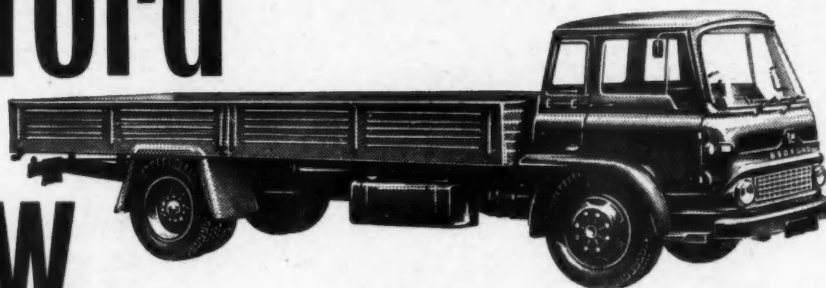
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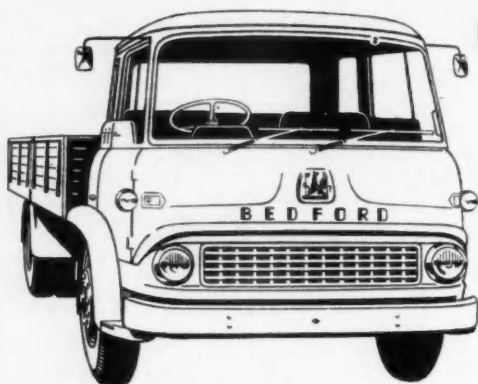
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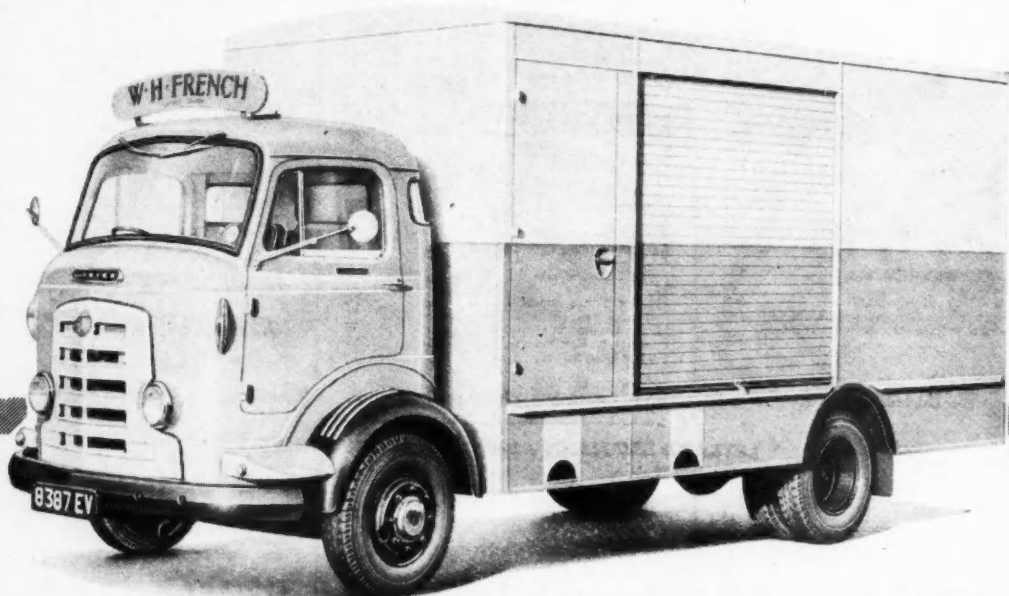
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outstanding economy and durability*



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## Literal Lunacy

WHERE flagrant breaches of the law on drivers' hours and rest periods occur, offenders should be severely punished. Their defection endangers public safety and gives the operators concerned a competitive advantage over law-abiding users. Wilful offences of this nature, however, represent a small proportion of the total number of "hours" prosecutions. In most instances, excessive hours have been worked through lack of supervision, or through the desire of drivers to suit themselves. If a warning is considered to be too mild, disapproval of first offenders can be adequately marked by the issue of a token number of summonses and the imposition of reasonable fines. The duplication of charges is greatly to be deprecated.

But vexatious prosecutions based solely on technical grounds do no good to anyone. They victimize operators, cause animosity towards Licensing Authorities or the police, and tend to discredit the law. Such a case occurred last month in Preston magistrates' court, when a reputable night trunk operator was fined £1 on each of 14 charges of permitting men to drive for more than 11 hours in any period of 24 commencing at 2 a.m. The drivers were fined 10s. for each parallel offence.

The prosecution stated that through calculating the drivers' "days" to start at 2 p.m., the records showed that only 11 hours had been worked, and it was agreed that the men had not driven more than the permitted hours in any week. But the law stated that the "day" must be reckoned from 2 a.m.

In announcing the magistrates' decision, the chairman of the bench said they were treating the charges as technical offences. They would have been well justified in discharging the defendants on payment of costs, instead of imposing fines.

### Night-time Anomaly

The *Commercial Motor* has investigated this case and is satisfied that the operator ensured that his drivers, during their normal spell of duty, did not drive continuously for more than 5½ hours or, in the aggregate, for more than 11 hours. They also had the requisite 10-hour period of rest. On paper, an offence had been committed because the men's working "day" had been calculated—and reasonably, in the circumstances—from 2 p.m., instead of 2 a.m. It is ludicrous to claim that a night trunker's working "day" consists of the tail-end of one spell of duty and the beginning of another.

As Section 73 of the Road Traffic Act, 1960, expressly states, drivers' hours are restricted to protect the public against risks which might otherwise arise through excessive fatigue. The section can, therefore, be viewed only in that light. To charge an operator with what amounts to disregard for public safety when, in practice, he has done all that the law reasonably requires of him, is capricious in the extreme.

Even 30 years ago the requirement in Section 19 of the Road Traffic Act, 1930, that the period of 24 hours should commence "two hours after midnight" was, at best, arbitrary. It was inconsistent with the provision immediately following that the period of 10 hours' consecutive rest should be calculated "from the commencement of any period of driving."

The endeavours of the road transport industry to offer its customers speedier delivery by the expansion of overnight services—both inland and to the docks for export—should not be jeopardized by an interpretation of the Road Traffic Act far removed from the intent of the original legislators. The time spent in preparing such a prosecution is certainly not consistent with repeated claims by Licensing Authorities that their offices are overworked and understaffed.

## Packed Power

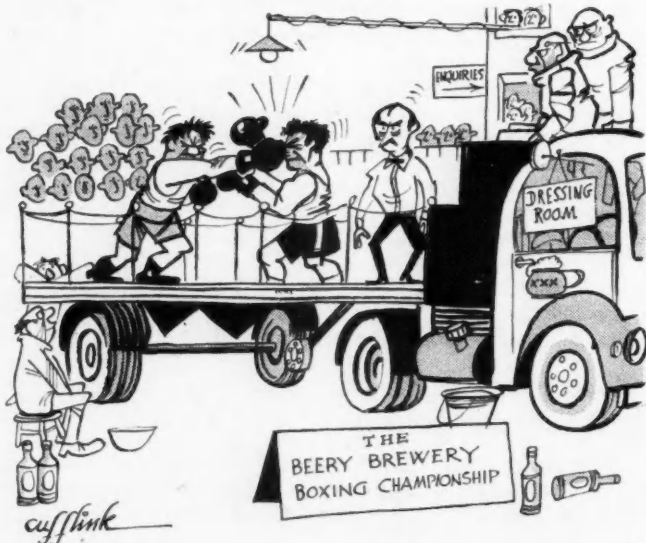
THE application of a power pack to the rear axle of a new rigid eight-wheeled tanker of integral aluminium construction may have created an important precedent. Admittedly, this position was chosen because no suitable pack for mounting at the front was available. Front-wheel drive, with the engine in the cab, could equally well have been employed without sacrifice of payload area. It is, however, the principle of the power pack, already adopted in passenger transport, that has significant possibilities.

Elimination of drive shafts from the main load-carrying area can be exploited in some applications to increase the load space available at a low level. A power pack also enables unladen weight to be appreciably reduced and the engine can easily be withdrawn for maintenance or overhaul. Of more general interest, however, is the facility with which a power pack and standard running gear can be incorporated in special types of vehicle. Many bodybuilders are fully qualified by their engineering experience to apply them to vehicles of their own design.

### Cheaper Aluminium Construction

Authorities on light-alloy fabrication say that a power pack gives increased scope for integral construction of rigid vehicles. Latest advances in welding techniques and in the production of sheet aluminium give promise that shortly the overall cost of employing this metal will be substantially reduced. The ease with which large aluminium sections can be handled is a favourable factor in small-scale production and changes can be made to an all-welded light-alloy structure without undue complication.

An efficient hydrostatic system having a pump and independent motors would afford all the advantages of a power pack and give greater flexibility in design. The power unit could be placed in any position and the drive transmitted through pipes to any of the axles without the use of shafts or gear trains.



c12

## Men Who Make Transport—50

# William Foden

THERE must be many thousands of businesses whose heads are described, in a mixture of fondness and respect, as "The Guv'nor." But I know no other place where this title comprehends so much as at Foden, Ltd., Sandbach, where Mr. William Foden, governing director of a large public company, is still regarded as a personal friend by many hundreds of the present workers, as well as by families and ex-employees. William Foden, whose 92nd birthday is due on September 23, the day the Commercial Motor Show opens, has always belonged to his native town, Sandbach, and his home is no farther away than the next parish. Everybody in the district knows Mr. William.

A couple of years before William Foden's birth his father, Mr. Edwin Foden, had become a partner in the firm of Plant and Hancock, and their Elworth foundry formed the nucleus of the present Foden works. Carrying on business as general engineers, they made steady progress. Edwin took over more and more responsibility until, 21 years after his original partnership, the Elworth foundry became a private limited company with the title of Edwin Foden, Sons and Co., Ltd. His elder son, William, started work at the age of 16, and was given a wealth of practical experience in all departments.

William went about his business with a keen eye for

### Bird's Eye View

## Early Warning

READERS who object to being roused from bed early on Friday by the postman are advised to leave their front doors open for the next three weeks. No ordinary letterbox is likely to accommodate the three special Commercial Motor Show Numbers of *The Commercial Motor*, the first of which will be published next week. I recommend a wheelbarrow for handling the second Show Number, to be published on September 23. It is going to be a weight-lifter's job.

### Compassion

ALTHOUGH they would probably be the last to seek credit for a generous action, it would be churlish not to record the gift of a single-deck bus by the Trent Motor Traction Co., Ltd., to Staunton Harold, the Cheshire home for the incurably sick in North Leicestershire. The company are to convert the vehicle to accommodate wheelchairs and stretchers, and hope even to arrange a rota of volunteer drivers to take out patients for an airing. A warm-hearted tyre manufacturer has also offered to maintain the tyres free of charge.

### All-knowing

THERE is always something fascinating about the Thornton Research Centre of Shell Research, Ltd. One of the latest achievements of the technicians there is the production of a recorder which can be attached to a vehicle to keep a continuous diary of the engine's behaviour. The record is made on punched tape, which is fed into an electronic computer in the laboratories. "Ernie" then supplies the answers to a multitude of questions, such as the number of times the



Mr. William Foden will celebrate his 92nd birthday with the opening of the Show.

promising developments. The possibility of mechanical power for the farming community caught the Fodens' imagination and in 1884 the factory's first steam traction engine was produced for threshing and haulage purposes. It was from this that the massively built Foden steam wagon, with its locomotive-type boiler, was developed for the War Office Trials of 1901. After serving the civilian market during the intervening years under the special sponsorship of William Foden, it did much good work for the Army during the 1914-18 war. During that time the entire production of the factory was taken over by the Government.

Turning back to 1900, when the whole country was celebrating the relief of Mafeking in a yet earlier war, Mr. Foden, sen., suggested the formation of a local band, in which William Foden, together with his brother and brother-in-law, at first played. Soon, however, they were chased out of it by father, who insisted that their standard was not up to his expectations. He was determined that Elworth should have the best band in the land and his aspirations were fulfilled. Mr. William's interest in it never flagged and to this day he is a frequent visitor not only to the concerts of the Foden Motor Works Band but also on their practice evenings.

Fodens, Ltd., became a public company in 1911 and about 13 years later, at an age when the average man is starting to look forward to his retirement, William Foden left his native Cheshire to take up sheep farming in Australia. The control of the business passed into other hands, but after a few years the rank and file at Sandbach wanted "the Guv'nor" back again. They wrote to tell him so, and William Foden was once more at the head of affairs in the Elworth plant. He rejoined the board in March, 1935, and became managing director in the following October.

## By The Hawk

he was started, the period spent in each gear, and the conditions under which fuel consumption was most favourable. Information of this kind would take endless man-hours to pile by other means, and is invaluable in the development of engines and lubricants.

## Generation to Generation

these days when the family tradition in business is liable to eclipse, the presence in Herbert Lomas, Ltd., Wilmslow, Cheshire, of five Lomases, representing three generations, merits more than a passing thought. The present head of the business, Aubrey Lomas, is the youngest son of the original Herbert Lomas, who in 1890 joined the then 28-year-old firm of body-builders and wheelwrights. With Mr. Aubrey today are his sons, Herbert II, Aubrey II and Percy, and there is Gerald, the youngest of Herbert II.

The company began to specialize in ambulances in the early twenties. During the past 15 years Mr. Aubrey Lomas has had a deep interest in the expansion of public health services, and has taken quarters of the world and has tailored ambulances to suit their needs. Vehicles have been sent to more than 60 countries. Next Wednesday Mr. Lomas will welcome Lord Chirk, who is to open an extension to the works.

## Justified

OR bland self-assurance I commend the statement of a railway representative, who said that out of 763 cars carried on the line, "only" about 93 were observed to have been damaged. This is one of the reasons why the railways are scratching their heads.

## Forward Squad

ANNOUNCEMENTS of new models for the Show are being held back until the last moment, so that none of them can be properly noted. Will the commercial vehicle industry ever value the value of publicity?

## End of Steam

The staff of Fodens had a strong sentimental regard for the old steam wagons, but unfortunately these vehicles had to be driven, as well as made, by engineers. Times were changing and towards the end of the 'twenties William Foden wrote from Australia, recommending that the company should make oil-engined vehicles with Gardner power units. The idea was taken up. The new model was designed from scratch as a diesel, for Fodens had never entered the petrol field, and in 1931 the works began the manufacture of the oil-engined vehicles for which they have since become famous.

On June 1, 1951, William Foden handed over the managing directorship to other members of the family, the position now being held jointly by Mr. J. E. Foden, Mr. R. G. Foden and Mr. E. Twemlow. Mr. William then assumed the position of governing director, in which he is still fully active. He can be seen at his desk every day of the week around 9 a.m., staying until mid-afternoon, and even making tours of inspection round the plant at week-ends.

Back in 1856, when Edwin Foden took up his partnership at Elworth, a staff of about 30 sufficed; now some 2,000 employees are required to meet the calls for the company's products that come from practically every corner of the world. Mr. William's regret is that with so large a number it is impossible to remember everyone personally. Those who have served the company "man and boy," and many others besides, are known to the governing director by their Christian names. He takes a very special pride in the sociable atmosphere that pervades the Foden organization, seeing in it the spirit that brings true team work to so many of the factory's activities.

A.T.  
c13



## S.P.D. Scheme for 42-hour Week Announced

A 42-HOUR working week has been negotiated with S.P.D. Transport, Ltd., the Transport and General Workers' Union announced this week.

It came into effect in August and, a spokesman for S.P.D. told *The Commercial Motor* on Tuesday, has not resulted in any serious complaints.

S.P.D. is the road transport undertaking of the Unilever Group. It runs some 700 vehicles on C licences. The 42-hour week affects about 1,650 drivers and warehousemen. It is tied up with S.P.D.'s consolidated wage scheme, which has been in force for a little over a year now.

The introduction of the 42-hour week has meant a small increase in the hourly rate, to adjust wages to the same level as under a 44-hour week. Some staff earn about 3s. 6d. a week more under the new working week, but it is because of the basic rate adjustments rather than because definite increases in pay were sought.

Under the consolidated wage scheme, a limited amount of overtime work is covered, and the same hours are brought forward for the 42-hour week.

## "Evidence Was Not Borne Out"

SOME of the evidence given on behalf of Reader Bros., Ltd., Hull, when they applied for additional vehicles in 1958 (*The Commercial Motor*, June 27, 1958) had not been borne out in practice. It also appeared that some of their vehicles were being hired out to other people.

The Yorkshire Licensing Authority, Maj. F. S. Eastwood, said this at Bridlington last week after hearing evidence by a market gardener that Reader Bros.' vehicles had been late in collecting produce for Sheffield Market, arriving on some occasions between 1 a.m. and 3 a.m.

K. and J. Wheeler, Victoria Rd., Beverley, asked permission to vary the conditions of a B-licensed vehicle by adding: "the collection of market garden produce and containers within 15 miles of Hull for delivery within 100 miles." There were three objectors, including Reader Bros.

Mr. H. Walford, secretary of Reader Bros., submitted that the complaints were isolated instances and that his company gave a good service that was satisfactory to the majority of their customers.

Granting the application with a 50-mile radius, Maj. Eastwood commented that Reader Bros. would have to justify previous claims on renewal. They had been granted additional B-licensed vehicles for a 6 a.m. service to Sheffield Market and he had seen loaded Reader vehicles arriving at 9.30 a.m.

### B.R.S. MAN EMBEZZLED TAKINGS

A 55-YEAR-OLD British Road Services assistant depot superintendent was fined a total of £60 by Croydon (Surrey) magistrates last week on four charges of embezzlement. He was Stanley John Smith, of Purley Way, Croydon. He pleaded guilty to embezzling from British Road Services a total of £8 4s. 2d., and asked for 36 other offences involving £32 2s. 6d. to be taken into consideration.

The magistrates were told that Smith had been in his post for 12 years. He had failed to enter amounts received from customers on the collection sheet and pocketed the money. In a statement to the police he said that it was seeing the bank staff drawing wages comparable with his own that made him do it.

## Coventry-London Service Along M1

MIDLAND "Red" began its second express service using M1 last week when a Coventry-London express service was inaugurated. The vehicles used are B.M.M.O.'s specially designed C.M.5 37-seat single-deckers with disc brakes on all four wheels and rubber suspension. They have turbocharged engines.

Midland "Red" now runs two Coventry-London services, the existing one via Rugby, Daventry, Towcester and Dunstable, and the new motorway service. Travelling via the motorway saves two hours on the journey time. Passengers can book for either service at the same fare and can travel up by one and back on the other service if they wish.

Experience with the London-Birmingham motorway service has shown that

passengers generally prefer the motorway route. Three journeys in each direction are to be made daily on the Coventry-London motorway service. The coach on the inaugural run was accompanied by a second vehicle carrying Mr. E. C. Tuff, Midland "Red" chief engineer, Mr. R. Brandon, traffic manager, other company officials and a party of journalists.

### RAIL STAFF PROBLEMS

CUTS in railway freight and passenger services may have to be made in the north-western area this winter if the staff situation does not improve, a British Railways spokesman said last week. The area is 1,824 short on staff, and is experiencing difficulty in recruiting.

### LONDON OPERATORS SEEK FARES RISE

ALL fares on express services (including excursions and tours) to certain destinations from within the Metropolitan Police District and from Brentwood will be revised if a recommendation by No. 6 Regional Committee on Fares is upheld by the Metropolitan Traffic Commissioner.

The committee has recommended that fares should be revised on the basis of single and period returns being increased by 8½ per cent. and day-return fares by 6½ per cent. There are a few exceptions to certain day-return fares being increased by the same amount. The Commissioner is to hear the application in London on September 29.

### Further Talks on Staff Shortage

FURTHER talks on the platform staff shortage in London Transport were held on Monday morning.

The talks were again adjourned until September 13. The situation being discussed by members of the London Transport Executive and the London busmen's negotiating committee. The bus staff want a reduction in the differential of £2 14s. 2d. which separates central London bus drivers from the underground railway motormen.

It was reported this week that 740 platform staff at 25 garages have not signed the petition on staff shortage which calls for a public inquiry into the London wage structure and is to be presented to Mr. Frank Cousins, general secretary of the Transport and General Workers Union.

On Monday evening, after a lengthy meeting at Transport House, the London busmen's negotiating committee expressed "anger and alarm" at what it described as "this further unnecessary delay." The members of the committee complained of what they claimed was a discourtesy on the part of the Executive which it is understood.

In an official statement, the negotiations committee said that London Transport advised the T.G.W.U. of its desire to cancel the meeting late on Friday afternoon, with a view of affording further time to consider the situation.

Because of staff difficulties, London Transport has for some time virtually banned the use of double-deckers for private hire.

### FARES CUT TO BOOST TRAFFIC

TO encourage traffic from Manchester to Blackpool Illuminations, Ribblesdale Motor Services, Ltd., North Western Road Car Co., Ltd., and Lancashire United Transport, Ltd., have reduced fares on their services to the resort until the Illuminations end on October 17. The ordinary day return after 2 p.m. will be 6s. instead of 7s.

## Vehicle Testing Starts on Monday: Certificates for Licence Renewals

TESTING of vehicles registered 10 years or more ago will begin in this country on Monday. It will at first be confined to tests conducted on vehicles voluntarily submitted, but after a reasonable interval to enable operators to acquire test certificates the tests will be made compulsory. The eventual intention is that the test certificate will have to be produced each time in order to renew the excise licence for the vehicle.

Some 12,000 examiners have so far been appointed and 64 local authorities have established test stations. Among the municipalities are some who operate bus undertakings, such as Lytham St. Annes, Preston, Lancaster and Darwen Transport departments.

The Minister of Transport, Mr. Ernest Marples, has stated that it is his intention eventually to make the tests apply to vehicles registered less than 10 years ago. The regulations were laid before Parliament on July 18 last. At present they apply only to goods vehicles of over 10 tons unladen weight or less.

### FORTHCOMING EVENTS

September 12-16.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.  
September 18.—Lorry Driver of the Year Competition Final, Fort Dunlop, Birmingham.  
September 23-October 1.—Commercial Motor Show, Earls Court, London.  
September 26.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.1.  
October 6-16.—Paris Show.  
October 10-12.—Road Haulage Association annual conference, Blackpool.  
October 13.—Traders Road Transport Association annual dinner, Grosvenor House, London, W.1.  
October 25-28.—Dairy Show, Olympia, London.  
November 3-13.—Turin Show.  
November 10.—Public Transport Association annual dinner, Connaught Rooms, London, W.C.2.  
November 14-19.—Public Works Exhibition, Olympia, London.

To begin with, tests will be carried out only on steering, brakes and lighting. A test certificate will normally cost 15s. for a vehicle found to pass the requirements. After examination, a certificate is issued. If the owner may appeal against the examiner's decision. An appeal must be made within 14 days of the test and is accompanied by a fee of 25s. If the appeal is successful the fee, or part of it, will be returned. Subject to certain conditions a reduced fee will be payable for a re-test of a vehicle for which a certificate had previously been refused.

Vehicles left for testing at a testing station must be removed within two days of the completion of the test. There are certain instances in which an examiner may refuse to examine a vehicle. Not all authorized examiners will undertake to test all types of vehicles.

Copies of the Motor Vehicles (Test) Regulations, 1960 (S.I. No. 1083) can be obtained from the Stationery Office or from any bookseller, price 1s. 6d. net.

### BREWERS' MEN GET MORE SUBSISTENCE PAY

RIVERS and mates employed by H. and G. Simonds, Ltd., the brewers, have had their night subsistence increased to 25s.

## N.U.V.B. Want More Young Members

AT the Trades Union Congress in Douglas, I.O.M., on Monday, a motion calling for increased action to attract young people into trades union membership—sponsored by the National Union of Vehicle Builders—was accepted. Speaking on the motion, Mr. F. F. Winchester, secretary, expressed serious concern at the need to recruit young unionists. He called for an examination of the steps necessary to attract young people.

"Are the non-unionists to blame or are we to blame; let us examine our own consciences," said Sir Tom O'Brien, replying for the General Council.

In his presidential address, Mr. C. Bartlett condemned unofficial strikes; reckless disregard for national agreements could lead to chaos, he said.

### FIRST ADDITION FOR 27 YEARS

A HAULAGE firm which has been in business for over 60 years and, since 1933, has never applied for additional facilities, was granted another vehicle by the Western Licensing Authority, Mr. S. W. Nelson, in Bristol last week. The firm was T. Parrott and Son, coal merchants, of Churchill Road, Brislington. They sought an extra B-licensed vehicle of 3 tons unladen weight to carry builders' materials, fertilizers, scrap iron and coal and coke within 100 miles. British Railways and British Road Services objected. Evidence was given of difficulty in maintaining an adequate supply of coal by rail.

### NEW PLANS FOR BURY STATION

A NEW plan for Bury's central bus station was approved in principle last week, together with a new motorway by-pass to skirt the town centre as part of a comprehensive central development plan at Bury.

## Roadrailer on Offer to Hauliers

A BRITISH RAILWAYS spokesman announced in London on Tuesday, during a Press demonstration of the Roadrailer (*The Commercial Motor*, last week), that this novel semi-trailer which has alternative road or rail running gear will eventually be available for purchase by road hauliers. Provided that the privately owned vehicles met British Railways' specification and maintenance standards, they would be accepted as rail traffic in the same manner as containers were at present, he said.

It was suggested that British Railways, who have two experimental Roadrailers in use, might be operating 1,000 of them in three years' time. Use of Roadrailers might allow further cuts in freight rates.

The two experimental Roadrailers have already been tested on rail at speeds up to 85 m.p.h. and, when used in trains, would operate at average speeds of about 70 m.p.h. This compares with the average speed of just over 50 m.p.h. achieved by the existing Condor express freight service.

No price can yet be quoted for the Roadrailer in production form. The integral 11-ton semi-trailer, which weighs 5 tons unladen, is manufactured by the Pressed Steel Co., Ltd., and will be exhibited on their stand at the Commercial Motor Show.



This is an example of the new Bedford range of vehicles which is fully described on pages 168-171. Supplied by Normand, Ltd., to Schweppes, Ltd., it has been entered for the final of the Lorry Driver of the Year Competition on September 18 at Birmingham. Bodywork is by King and Taylor, Ltd.



## Men in the News

MR. W. E. PEARSON has resigned from the board of Leyland Motors, Ltd.

MR. G. R. FRANCIS has been promoted to the post of traction engineer, British United Traction, Ltd.

MR. W. J. MILLER, commercial assistant of the Liverpool Transport Department, retired last week after 48 years with the department.

MR. F. L. SNOW has been appointed assistant district manager, motor division, in the Perivale (Middlesex) branch of Kerry's (Great Britain), Ltd.

MR. R. B. FRASER has been elected a director of the Mobil Oil Co., Ltd., in charge of manufacturing. He succeeds Mr. J. BLAKE MIDDLETON, who is to retire.

MR. JOHN BOARDMAN, deputy chairman of the Burtonwood Engineering Co., Ltd., has returned from a four-week course in business management in the United States.

MR. JOHN C. HURN, general technical consultant of Crypton Equipment, Ltd., has been appointed manager of the company's new educational and training division.

MR. R. FELGATE has been appointed sales executive (northern accounts) for Rubery Owen and Co., Ltd. MR. R. MAXWELL SINCLAIR has been appointed motor division European representative for the company.

MR. H. H. LANSDELL has relinquished his position as advertising manager of Brown Brothers, Ltd., but will continue as a consultant. MR. F. A. GREENSLADE has been promoted to the post of advertising manager and MR. R. WYATT takes over his former position as assistant.

MR. GEOFFREY COZENS, formerly managing director of Commer Cars, Ltd., and still a member of the board of directors, is to leave on September 22 for a 35,000-mile tour of commercial vehicle markets throughout the world. He will visit 12 countries in a 4½-month-long investigation.

MR. G. A. SMITH, managing director of John Smith (Keighley), Ltd., a subsidiary of Thomas W. Ward, Ltd., was succeeded by MR. FREDERICK JOHNSON this week as general manager of the company and as a director. Mr. Smith will still be associated with the concern in a consultative capacity.

MR. T. R. R. HARRIES, Swindon district traffic superintendent, Bristol Omnibus Co., Ltd., was last week presented with gifts from his colleagues before leaving for a new position as Plymouth area traffic superintendent of the Western National Omnibus Co., Ltd. Mr. Harries has been chairman of the Swindon group of the Institute of Transport for the past 18 months. His successor at Swindon is MR. D. F. HOWE.

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MR. W. ADAMS, tours superintendent of London Coastal Coaches, Ltd., is to leave on October 1 to join Southdown Motor Services, Ltd. His successor is MR. C. EMBLETON, at present assistant traffic assistant.

MR. JOSEPH GERALD GRIFFITHS, a British Road Services cadet who was awarded a Henry Spurrier memorial scholarship by the Institute of Transport recently, left for America on Monday to take up his scholarship. He will study the operation of road transport as a freight feeder to air transport. Mr. Griffiths, who is 29, plans to return on October 29. He is employed by the B.R.S. Preston district depot.

### OBITUARY

WE regret to record the deaths of MR. W. E. ROGERS, MR. W. A. HAZLETT, MR. ARTHUR W. COX and MR. J. D. MILNER.

Mr. Rogers, who was formerly general manager of Solex, Ltd., was one of the original members of Solex when it became a separate company in 1925.

Mr. Hazlett was from 1937 to 1955 managing director of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd. He was 73 years old.

Mr. Cox, who was 78, was in business for 40 years as a haulier at Llangynidr, Brecknockshire, South Wales.

Mr. Milner was manager of Ferodo, Ltd., in the Irish Republic. He died in Dublin at the age of 53. He had been with Ferodo for 33 years, and served in London before taking up his appointment in Eire in June of last year.

### PROFIT AND LOSS

Oldham and Son, Ltd., £227,843 group net profit after £183,127 tax. Year's dividends 17½ per cent.

## B.R. Withdraw in Coal Case

OPPOSITION by British Railways to an application which sought additional facilities for the carriage of coal by road was withdrawn at Bristol, last week. Mr. T. D. Corpe, for C. Rudrum and Sons, Ltd., Henbury, near Bristol, who applied for B licence variations, and the replacement of a vehicle of 2 tons 10 cwt. by an 8½ tonner, observed that it was significant that the normal fierce opposition of the railways in such cases had been withdrawn in view of their inability to meet demands.

The application was supported by five coal factors who expected transport difficulties in the winter, and Mr. Rudrum, a director, told M. S. V. Nelson, Western Licensing Authority, that the position was so serious that they had enlisted the help of the local M.P.

However, Minal Bros. of Clutter, coal merchants and hauliers, disagreed with the evidence of the coal factors. They said that their coal allocation had been halved and considered that a grant would provide excess facilities.

Their representatives, however, agreed with Mr. Corpe that one of the supporting factors had also supported a successful grant for additional vehicles made by Minal Bros. quite recently.

Mr. Nelson, who made a grant requested, said that he had been impressed by the evidence.

### ONE-WAY IN BLACKPOOL

ONE-WAY traffic regulations were imposed on Blackpool Promenade between Starr Gate and Red Bank Road from yesterday until October 17, when the illuminations are switched off. Until October 1, the Order will be effective from 6 p.m. and from then until October 17 it will operate from 5.30 p.m.



This wintry scene may not be associated with conditions in Australia, but it at least demonstrates that the Snowy Mountains are not misnamed. Blizzards are a common hazard in this area of the country, and snow is prevalent for five or six months a year. A convoy of vehicles is seen here led by a Leyland Hippo tractor hauling a Lima 40-ton shovel to the Tunit 1 road near Cabramurra.

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**There's  
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# INSPIRED—

## This brilliant new to forward control

Here is the biggest truck news in years. A completely new range of forward control Bedfords destined to be leaders right from the start. Bedford TK introduces an inspired new approach to forward control! Cab *ahead* of engine. All the advantages of forward control *plus* all the advantages of normal control—with none of the drawbacks. Ideal weight distribution, maximum body length in relation to wheel-base, better manoeuvrability, excellent all-round vision, wonderful *forward* vision.

The easy-entry TK cab has a flat, walk-through floor and more than enough room for a crew of three. The engine, mounted in the usual upright position, is in a separate compartment. No fumes, no noise, no heat. The TK engine is easily reached through hinged side flaps, and accessibility is outstanding.

There are 14 different TK chassis: 3 ton to 7½ ton trucks; 6 cu. yd. tippers; 8 ton to 12 ton artics. Get in touch with your Bedford dealer now, and ask him to arrange a demonstration of this latest and greatest Bedford.



### New Bedford

### Triple Safety Brakes

The TK driver can always rely on safe brakes. Every feature of the powerful foot brake system is duplicated for safety.

Direct connection between pedal and hydraulic system. Powerful air-pressure servo assistance with built-in reservoir on diesel-engined models.

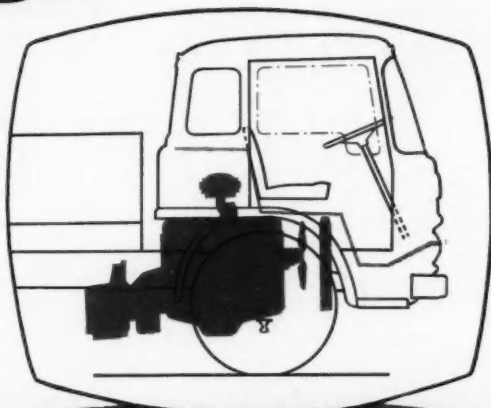
Vacuum servo for petrol-engined models.

Double safety master cylinder. Extra thick drums to resist fade.

As *triple* safeguard Bedford introduces an entirely new hand-operated transmission brake. This is a man-sized brake that will halt a fully laden truck from maximum speed three times in succession without loss of efficiency.

# NEW BEDFORD approach design

control  
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*The engine is housed in an entirely separate compartment at the rear of the TK cab. No fumes, no noise, no heat.*



Vauxhall Motors Ltd, Luton, Beds.

**PROVED BY FOUR YEARS OF TOUGH TESTING**

# NEW PLUS FEATURES

for the famous

# BEDFORD LIGHT VAN!



## Only Bedford offers all these advantages

■ Semi-forward control — no bulkhead between driver and load ■ Engine does not obstruct cross-cab movement ■ External sliding doors ■ Easy to manoeuvre, turns in 34 ft. ■ Extra wide windscreen, narrow side pillars ■ All synchro-mesh gearbox ■ Special primer dip for unique rust protection ■ Two models: 90" and 102" wheelbase ■ Capacity: 144 cu. ft. for the 90", 171 cu. ft. for the 102" ■ Two ratings for each wheelbase 10/12 cwt. or 15 cwt.

### PLUS increased gross ratings

Maximum gross vehicle weight increased by 200 lb., front axle up-rated to 1650 lb., rear axle up-rated to 2850 lb.

### PLUS better performance

The right transmission combination for every job. Choice of three different axle ratios, plus new gearbox ratios, plus smaller wheels.

### PLUS lower loading level

13" wheel and tyre equipment give lower floor level and lower overall height. Plus lower centre of gravity, more comfortable ride, better cornering.

### PLUS extra long life engine

Famous Vauxhall 4-cylinder over-square engine now fitted with special alloy, high-duty big end bearings which contribute to extra long life at high speeds.

### PLUS many detail improvements:-

Toroidal ball steering joints. Strengthened steering system. Chrome hub caps standard. Flat-topped rear wheel arches. Redesigned instrument panel, and other details.

Top value for money in Britain's light vans: 10/12 cwt. 90" wheelbase van £450. 15 cwt. 90" wheelbase £460. 10/12 cwt. 102" wheelbase £470. 15 cwt. 102" wheelbase £480.

Vauxhall Motors Ltd, Luton, Bedfordshire

**Better buy BEDFORD**



## Coast Lines to Expand by Road

A POLICY of expansion in the field of road haulage has been decided upon by Coast Lines, Ltd., Mr. F. R. Hooker, secretary, told *The Commercial Motor* on Tuesday. "No specific acquisitions have been settled on at the moment, but we are looking around," he said.

In the annual report Capt. A. S. Nutting stated that the company's road haulage undertakings had profited during 1959 by the improved trading in the country generally. A marked improvement was noted in the fortunes of the company during the second half of 1959, but strikes in June and July, this year, had caused heavy financial losses, he added.

### ONE-MAN-BUS STRIKE

FIFTY-FIVE drivers and conductors at the Cinderford depot of Red and White Services, Ltd., came out on strike this week. They object to the company's decision to introduce five one-man buses to the depot, for use on the quieter routes. The men say that this will cause redundancy among the conducting staff. Meetings between management and workers' representatives from Cinderford failed to produce a settlement. One-man buses have been in use at the Lydney and Ross-on-Wye depots for many months.

The Cinderford men have rejected an offer by the company to postpone the scheme for a week to enable further negotiations to take place.

### FIRE AT HALIFAX GARAGE

FIRE at Halifax highways department's Commercial Road garage last Sunday wrecked the buildings, destroyed three dumpers and two Chaseside mechanical shovels, and caused many thousands of pounds' damage. The cause is not yet known.

## "Don't Over-egg Pudding," Says Mr. Nelson: Six Tippers Sought

"I DO not expect applicants for new licences to over-egg the pudding," said Mr. S. W. Nelson, Western Licensing Authority, at Bristol on Monday. "I do not want them to think that if they apply for six vehicles they might get four, and if they ask for eight they will possibly get six."

The Authority was hearing an application by Cleeve Hill Transport, Ltd., Alstone Lane, Cheltenham, to acquire six new tippers to carry mainly quarry products and coal and steel within a radius of 150 miles of the operating centre.

### Unsuccessful Plunge by Newcomer

REFUSING an application for a new B licence, the Western Licensing Authority, Mr. S. W. Nelson, said in Bristol last week that the applicant had plunged himself into a very difficult business.

"If you wish to get into the haulage business very strong evidence has to be produced. If you cannot obtain the evidence, you had best try to purchase another haulage business. But before embarking on this, if you will take my advice, you will consult someone who will be able to advise you."

Mr. Nelson said this to the applicant, Mr. B. T. Hudson, of Kingshall Road, Knowle Park, Bristol, who had asked for a B licence for three vehicles, each of 3 tons unladen weight, to carry coal and coke within 150 miles.

### £39m. ROAD SCHEMES

DURING the past six months major road construction schemes in England and Wales costing almost £39,000,000 have been started. This information is contained in the tenth chart of the British Road Federation's "See How They Go" series, published on Tuesday.

Mr. T. D. Corpe, for the applicants, said that the company had considerably increased their commitments in the past two years. It would be a hardship to their customers if they were not able to carry out their requirements. The bulk of his clients' income, he said, came from two quarry companies, one of which was the East Monmouthshire Company, which had to stock-pile because of a shortage of suitable transport.

Another quarry owner, Mr. T. V. Coke, said his company had many important contracts with a turnover of £250,000 a year. He could employ four or five additional vehicles if they were made available.

The main contention of the objectors, which included British Railways and British Road Services, was that adequate transport services were already operating in the district, and if the applications were granted it would deprive them of traffic.

Mr. Peter Fallon, for the objectors, suggested there was no more need for additional vehicles today than there was in 1957 when the last application was made by the company. They had applied for six tippers and had been granted two.

Mr. Nelson said he had been impressed with the evidence of the applicant and was convinced there was a need for additional tippers, but the licence would be restricted to three vehicles instead of six, and the radius limited to 100 miles. He understood another application was pending by the company.

### £200 FINE FOR STAMPS OFFENCE

A BLACKPOOL haulier was last week fined £200 and ordered to pay £5 5s. costs by Blackpool magistrates for possessing used insurance stamps and for pasting them on employees' cards. He was James Frederick Hargreaves, of Hathaway, Blackpool.

The magistrates were told that after soiled stamps had been noticed on a surrendered card for one of Hargreaves' employees, the current cards of all his workers were impounded and it was found that seven cards bore, in all, 100 stamps which had been used before.

Apart from the penalty, the magistrates were told, Hargreaves was still obliged to buy stamps worth £129 17s. 2d. to replace the used ones.

For Hargreaves, it was said that two men who owed him for petrol offered the insurance stamps partly in payment of the bill.



A De Soto normal-control 5-tonner, of British Dodge manufacture, at work carrying timber in a Finnish forest. The body is detachable and loaded separately, to be placed on the chassis when the vehicle arrives to collect the sawn logs. This picture gives an impression of the conditions under which the vehicle, an oiler, operates.



## Few Insulated Vehicles at Hull

THE only way that meat distributors and frozen-food producers could get insulated vehicles at a moment's notice was by purchasing their own vehicles. No haulier who had to operate at a profit could be expected to provide them immediately.

This was said by Mr. G. P. Crowe, objecting for the British Transport Commission before Maj. F. S. Eastwood, Yorkshire Licensing Authority, at Bridlington last week. Mr. H. Fletcher, Kempfield House, Preston, near Hull, sought to add an insulated vehicle to his B licence to carry meat and frozen food as required, and add a condition to those already governing the use of an existing vehicle to permit the same work.

Reserving his decision, Maj. Eastwood said there was a case for a partial grant. Mr. F. W. Harrison, traffic manager, said that Fletcher operated six vehicles; three on A licence, two on B licence, and one on a short-term B licence for Eskimo Foods, Ltd. The great increase in their business since the United Carriers organization came to an end earlier this year had led to much difficulty because of the

shortage of insulated vehicles. These had to be hired from as far away as Liverpool and Newcastle upon Tyne.

Mr. C. Ritson, manager of United Kingdom Carriers, Leeds, said that after the breakaway from United Carriers on May 1, it was decided to form a company in the Leeds area to keep the independent members of United Carriers together. By a gentlemen's agreement seven local hauliers placed their vehicles completely at the company's disposal.

### B.R.S. Not Available

One of their main difficulties was a shortage of insulated vehicles for the movement of poultry and frozen foods all over the country. Fletcher's vehicles were also required for carrying frozen fish from Hull to Leeds and London. B.R.S. vehicles which formerly did a large proportion of the Hull work were no longer available.

Referring to availability figures for insulated rail containers Mr. R. E. Paterson, for the applicants, suggested that lack of use of the containers was due to the poor service.

## Ex-conductor Pleads Guilty to Theft

ROBERT FREDERICK LAYCOCK, aged 23, of Gower Street, Derby, was charged at Nottingham Guildhall, last week, with stealing money from Nottingham Transport Department buses.

As a former bus conductor, Laycock was stated to have known where the money was kept and so at the week-ends would mount a bus at the terminus and remove money from the ticket box, kept temporarily under the stairs. He pleaded guilty to three charges of this kind and asked for 22 other offences to be taken into consideration.

Laycock was caught on August 12 by a transport department employee who saw him mount the platform of a bus and lift cash from the ticket box. When questioned, Laycock said that he was looking for some keys his wife had lost.

He then got away but was caught again soon afterwards and admitted the offence.

Mr. Danks, prosecuting, said that Laycock said in a statement: "I am fed up of lying about it. Since March I have been coming to Nottingham and stealing money from buses. I got about £5 each time. I once worked as a conductor in Derby, so I knew where the money was kept."

Laycock took the money that he stole home to his mother pretending that he had been at work. He was separated from his wife and two children.

"You have caused a great deal of distress to conductors and conductresses by committing these very mean offences," said the chairman, Mrs. M. A. Crooks, on sentencing Laycock to six months' imprisonment.

The Mann-Egerton body of this Thames 30-cwt. van has a single rear entrance in contrast to many refrigerated vehicles used to carry ice cream which are provided with additional side doors. J. Lyons and Co., Ltd., are the operators. An advantage of having only one door is that the possibility of heat transference is reduced. Moreover, in narrow congested streets the value of side doors is diminished.

## Plan to Speed Airport Traffic

A SCHEME to speed-up traffic flow between London and London Airport was announced on Tuesday by the Ministry of Transport. Work will start soon on the reconstruction, with dual carriageways and pedestrian subways, of one mile of the Bath Road (A4 between Cranford Hall Garage and Henlys Corner, where A4 is joined by A30).

Middlesex County Council, acting as agents of the Ministry, have been authorized to accept the tender of William Old, Ltd., amounting to £140,000, for the work. The new roadworks form part of a £500,000 road improvement scheme for the Bath Road, between Henlys Corner and London Airport.

### GLASGOW MAN GETS B LICENCE

BECAUSE the movement of caravans over 20 ft. long required a more suitable vehicle, a Glasgow operator was last week granted a new B licence for an articulated vehicle of a total unladen weight of 7 tons by the Scottish Licensing Authority, Mr. W. F. Quin. The normal user was for the carriage of caravan trailers and ancillary equipment to and from destinations in Scotland, England and Wales.

Mr. Quin was told that there was only one vehicle in the Glasgow area at present that was suitable for the haulage of the longer caravans.

### "UNFAIR" TO HIGHWAY AUTHORITIES

MANCHESTER Corporation has accused the Government of being "grossly unfair" to road users and to local highway authorities in a memorandum handed to the Minister of Transport this week when a deputation from the corporation met Mr. Marples to discuss Government grants for road building.

### MEAT HAULIERS' MOBILE OFFICE

A BRISTOL meat haulage company, A Transport (Bristol), Ltd., has converted a coach as a mobile office and lounge, which it keeps at Avonmouth docks for the use of its customers and staff. The coach has been equipped with telephone, a bar, television and radio. Transport (Bristol), Ltd., was formed in 1954 and now has a fleet of over 70 vehicles.

### STANDARDIZATION ON PERKINS

THE 25-vehicle fleet of Sun Printers, Ltd., Watford, is to be standardized on Perkins diesel engines. The concern acquired its first Perkins engine, in a Dennis vehicle, in 1953, and today operates eight P6 and six P4 units.



An unusual feature of this Thornycroft Swiftsure forward-control lorry is the tall headboard, which has a full-width platform above the cab, with footholes in the side stanchions. The vehicle is operated by Messrs. H. H. Woodward, Meadow Road, Leeds, makers of packing cases and wood wool.

## Haulier Regains His A Licence

A MAN who lost his special A licence for a vehicle in 1958 and subsequently fought his case through the traffic court and Transport Tribunal, last week had an A licence granted for the vehicle. He was Mr. John Scott, of Arlecdon Road, Frizington. He acquired his special A licence in 1957 and it was subsequently found that the vehicle was operating at a greater weight than that specified on the licence, which was revoked in November, 1958, by the Northern Licensing Authority, Mr. J. A. T. Hanlon.

Mr. Scott appealed and his case was heard by the Transport Tribunal in London, who sent it back to the Northern Licensing Authority for further inquiries to be made. When the applicant came before the Northern Deputy Licensing Authority, Mr. G. W. Duncan, last week, Mr. T. H. Campbell Wardlaw, for Mr. Scott, said that he had been to London three times and this was the fifth time he had been to Carlisle in connection

with the vehicle, and the hearings relating to it.

It was the intention of the Transport Tribunal, said Mr. Wardlaw, that Scott should have his licence. He pointed out that there was no objection to the present application, which had a normal user enabling the applicant to carry cement, agricultural produce and requisites excluding livestock within northern England and southern Scotland.

When the Transport Tribunal gave their decision on Mr. Scott's case (*The Commercial Motor*, April 8) they said that as the revoked licence was due to expire within a few weeks, anyway, they would make no order on the appeal. They said: "Our view is that the expense and anxiety Mr. Scott has suffered by reason of the prolonged investigation of this case have more than amply purged his offence. It follows that no regard should be had to his offence in considering any future application the applicant may make."

## Driver Confesses to Police

A 25-YEAR-OLD lorry driver confessed to the police that he had driven 156,000 miles without a driving licence. This was stated at Bury last week when Fred Street, of Church Street, Bury, pleaded guilty to driving without a licence and stealing 10 quarts of paint from his employers, Donald MacPherson and Co., Ltd., Warth, Bury.

He was fined £3 for the driving offence, £5 on each of two charges relating to the paint, and was ordered to pay £13 10s. restitution.

Explaining how he managed to be a lorry driver without a licence, Street said his employers had not asked to see his licence when he got the job 2½ years ago. Six months later, when the matter was

raised, he showed them a licence belonging to his father. They assumed it was his.

Street said that he had driven 156,000 miles for the company and in his own car. The police said Street had helped in every way and he appeared to be genuinely repentant.

### BAMFORD EXPORT COMPANY

FOLLOWING a large increase in the sales of J.C.B. excavators and loaders throughout Europe, a new company, J. C. Bamford (Exports), S.A., has been formed. Export sales, spares and service will be controlled from the head office at 2 Avenue de la Rasude, Lausanne, Vaud, Switzerland.

## Fares Increases for Independents

THE Scottish Traffic Commissioners, sitting in Glasgow last week, approved several applications by independent operators for fares increases. Among the operators were A.A. Motor Services, Ltd., Ayr, Baxters Bus Services, Ltd., Airdrie, J. and J. Leith, Sanquhar, McGill's Bus Service, Barrhead, and the Scottish Co-operative Wholesale Society, Ltd.

On Monday, Coventry Transport Department brought into effect the abolition of early morning concessions, approved last week by the West Midland Traffic Commissioners. The department's night service fare was on the same day increased to 1s. When the application was heard last week the department's general manager, Mr. R. A. Fearnley, said the changes would increase revenue by £137,000 and turn an estimated deficit into a £75,600 surplus.

### ROTHERHAM'S DEFICIT WIPED OUT

FOR the first time in 10 years Rotherham Transport Department has no accumulated deficit, the general manager, Mr. I. O. Fisher, reported last week. The net surplus for the year ended March 31 last was £12,548.

For the first time for many years, said Mr. Fisher, the number of passengers carried had increased. It was hard to explain in view of the greater number of cars on the road. The undertaking had, in fact, carried 55,767,361 passengers in 1959-60, an increase of 431,446.

But Mr. Fisher warned that: "A pleasing financial position has ahead of it a very large renewals programme." In the next three or four years something over £200,000 had to be spent, he said.

### LEICESTER'S BIG SURPLUS

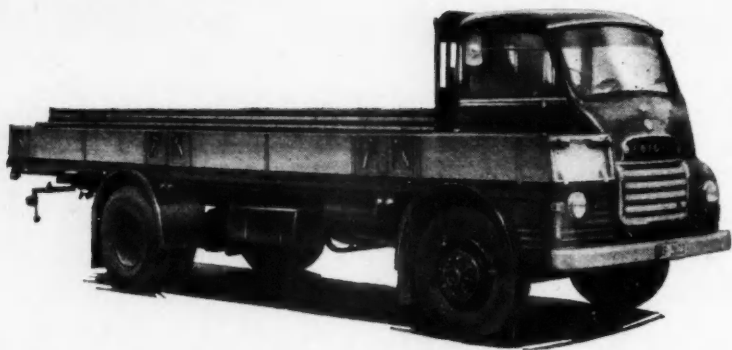
FACING wages increases of £25,000, Leicester Transport Department had a net surplus of £24,978 during 1959-60 without raising fares. This is revealed in the undertaking's annual report and balance sheet, published this week. Traffic revenue totalled £1,113,879.

Fewer passengers used corporation buses, although the regular decline of post-war years was not so pronounced. A sum of £78,000 was spent on new vehicles and garage improvements. If the council accept recommendations, a further £11,000 out of the surplus will be used to resurface the yard at the Abbey Park Depot. Approximately the same amount will be transferred to the reserves.

### £19,000 SURPLUS AT STOCKTON

STOCKTON Transport Department had a net surplus during the financial year ended March 31 last of £19,074 compared with the surplus for the previous financial year of £8,943. The undertaking has not had a deficit since 1951-52. The traffic revenue during the past year was £560,223. Total working expenses were £460,894.





*Operated by Fresard and Co., Basle, Switzerland, iron and steel merchants, this Bedford petrol-engined 7-tonner has a one-man cab and a specially constructed drop-sided body. This extends on the near side for the full length of the vehicle. The bodywork was supplied by Frech-Hoch, A.G., Sissach.*

## Leicester Traffic Scheme Inquiry

**L**EICESTER'S proposed Traffic Regulation Order, necessary in the opinion of the city's chief engineer to prevent "near stagnation" at peak periods, was the subject of a public inquiry last week, when objectors included the National Association of Furniture Warehousemen and Removers and many C-licence operators owning retail premises in the areas to be affected.

The Leicester (Traffic Regulation) Order, 1960, is planned to ease congestion in central areas. It adds other roads to the list to which restrictions on waiting apply and adds three lengths of road to the list of one-way streets. If accepted, existing no-waiting regulations will come into force two hours earlier—at 8.30 a.m.

Mr. D. J. Taylor, Leicester's deputy town clerk, told the inquiry that all waiting restrictions were subject to a direction or permission given by a police officer in uniform.

Mr. E. A. Harris, general secretary of the N.A.F.W.R., said it was extremely difficult to understand the reluctance of the city council to give formal recognition to the exigencies of furniture removal by the inclusion of a specific

exemption about loading and unloading. Mr. Harris maintained that there was a widespread recognition that a removal contractor differed from carriers in general, and deserved special treatment.

Mr. John L. Beckett, city engineer and surveyor, said that since 1954 traffic using the city centre had increased by nearly half.

### TRANSIT-TYPE BUSES FOR BLACKPOOL?

**B**LACKPOOL Transport Committee is understood to be considering buying transit-type buses, with a front entrance and rear exit. Ald. E. E. Wynne, chairman, said, last week, that because of the difficulties experienced by conductors on existing buses, especially during crowded summer conditions, it was estimated that between £30,000-£40,000 a year was lost in uncollected fares.

### HALIFAX ON SHOW

**H**ALIFAX Transport Department has this week been holding an "open week" to the public. Both the Skircoat and the Elmwood depots have been opened for guided parties.

## Safeguarding Operators' Interests

**I**N response to a request by Mr. Ernest Marples, the Minister of Transport, the road transport operators' associations have submitted their views to the Minister on proposed amendments to the loading ban provisions in the Road Traffic and Roads Improvement Act, 1960, which came into force last week.

Under the Act, all restrictions on the powers of local authorities to prohibit loading and unloading in the streets have been removed. The effect of the amendments will be that where any public inquiry into a loading and unloading ban is held, and the ban exceeds six hours in any 24-hour period, then the inspector's report, a copy of the proposed Order and a map showing the roads to which the Order relates, must be submitted to the Minister at least a month before the local

authority intends to bring the proposed ban into effect.

In their comments to Mr. Marples, the Road Haulage Association said that they would like to have prior consultation with local authorities in advance of any proposals to institute a ban, and they wish to be represented at the public inquiries.

The R.H.A. stated that the six-hour period was an arbitrary figure and suggested that the proposed procedure should apply to all bans. They have also asked for a copy of the inspector's report at the same time as it is submitted to the Minister by the local authority.

Both the Traders Road Transport Association and the British Road Federation have stated that to make the safeguard of value to road operators, objectors should be informed of a decision.

## French Petrol on Sale Here

**T**HERE would be no cut-price battle with other oil companies, said London oil dealer, Mr. Charles Redman, last week, when he announced that he was looking for sites in the Manchester area for new filling stations to market the French petrol "Total."

Mr. Redman did say, however, that Total would offer more generous terms to dealers, and their service stations would concentrate on giving better service. Already one garage in the Manchester area was selling the brand, and it was hoped that there would be more by the end of the year.

Total is marketed by the Compagnie Francaise des Petroles, said to be the biggest oil company, after Shell-Mex and B.P., outside the United States.

### MANCHESTER PAYROLL GOING TO COMPUTER

**M**ANCHESTER Transport Department will save an estimated £14,000 a year when the corporation's electronic computer comes into use towards the end of this month, the chairman of the corporation finance committee, Cllr. H. Lloyd, said last week. The transport department's payroll will be calculated on the computer.

## Micrograms . . .

**Name Changed:** James Neale and Sons, Ltd., have changed their title to Raydyot, Ltd.

**Scrapped:** Fire destroyed an empty bus being towed to Aberdeen last week for scrap.

**Last Tram:** The last two Sheffield tram services will be converted to motorbus operation on October 8.

**New Office:** The address of the new London office of A. P. Newall and Co., Ltd., is 19-20 Grosvenor Street, W.1.

**Shelter Move:** Midlothian County Council are to erect 75 bus shelters at various suitable points throughout the county.

**Guildford Branch:** A Guildford branch office of Forward Trust, Ltd., was opened at Norfolk House, Upper High Street, last week.

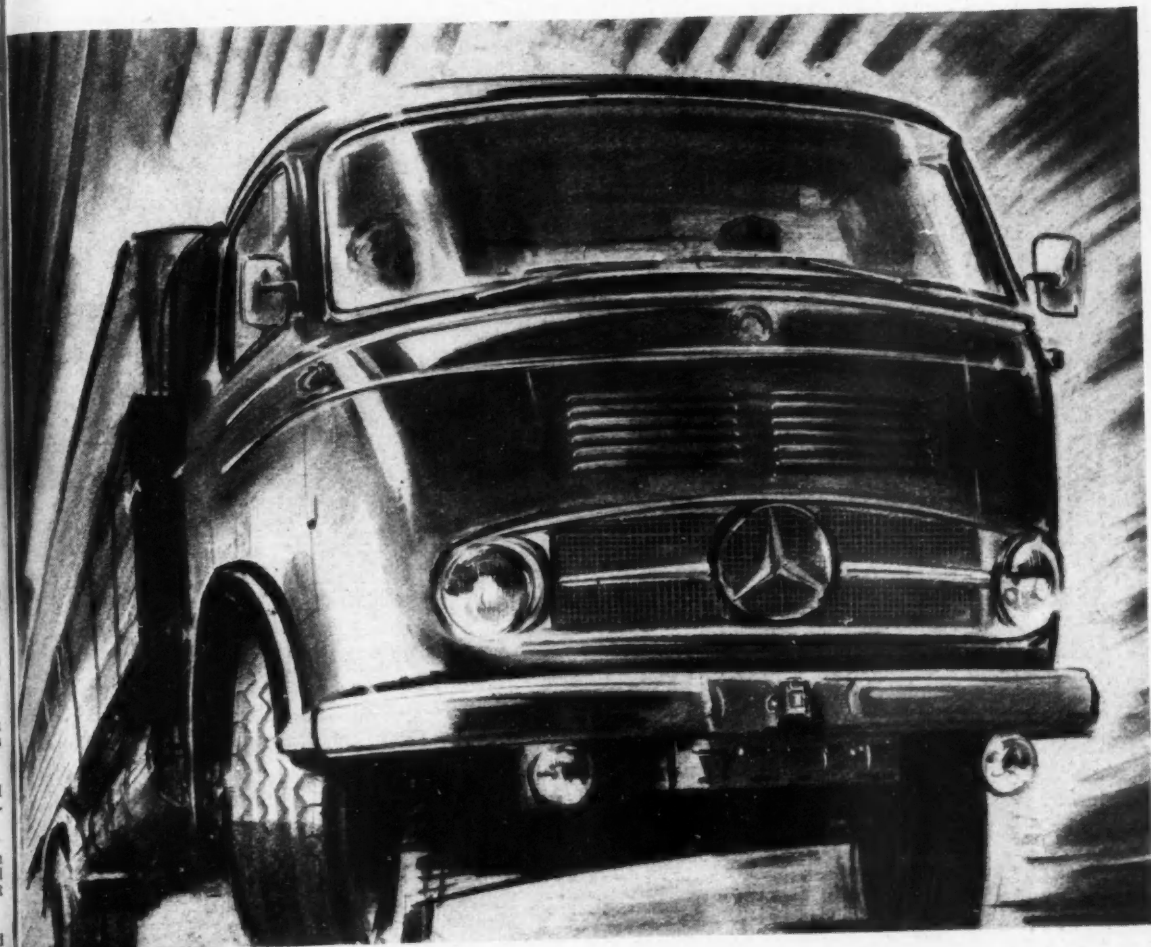
**Bury Station:** A new bus station is included in plans to modernize the town centre, which were approved last week by the general purposes committee.

**W. African Distributors:** The Bartholomew group of companies have been appointed sole distributors of A.E.C. vehicles in Nigeria, Ghana and Sierra Leone.

**Pyrene Purchase:** The business of S. F. Roberts, Ltd., who make fire-protection and similar apparatus, has been purchased by the Pyrene Co., Ltd., and will in future be known as S. F. Roberts (1960), Ltd.

**Lomas Expand:** The premises of Herbert Lomas, Ltd., Handforth, Wilmslow, Cheshire, have been enlarged to include new showrooms, servicing and repair workshops and office premises. They will be opened by Lord Trevor of Chirk on September 14.

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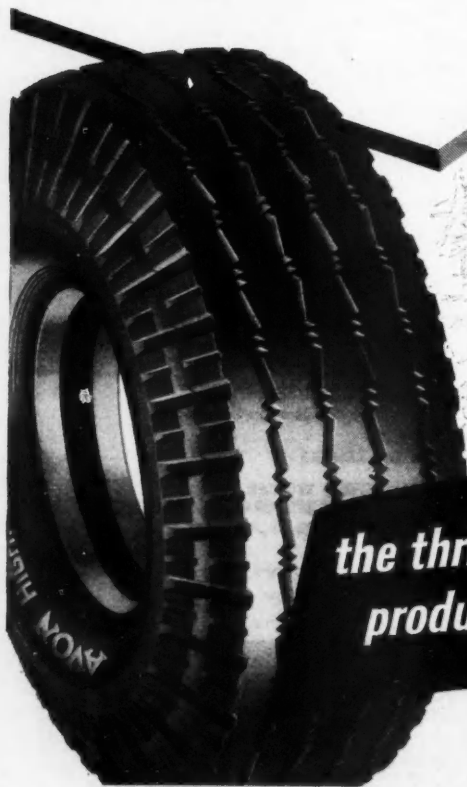
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## Two Bus Systems May Merge

**H**ASLINGDEN Transport Committee is, at its next meeting, to consider asking Rawtenstall Corporation to reopen negotiations aimed at effecting a merger of the two towns' bus undertakings. This follows remarks by the chairman of the North Western Traffic Commissioners, Mr. F. Williamson, at a Haslingden fares application last month. Mr. Williamson said there was "a definite need" to consider the regrouping of local undertakings.

With a fleet of 18 vehicles (only five of which are needed at off-peak periods) Haslingden would have difficulty in again putting up its fares, he remarked. The general manager of Haslingden Transport Department, Mr. L. T. Merrall, estimated that £8,000 to £10,000 a year could be saved, but added that previous negotiations had "died a natural death."

The chairman of Haslingden Transport Committee, Cllr. J. Walsh, has publicly stated that he is in favour of a merger.

### RAWTENSTALL'S £4,900 SURPLUS

**A** NET surplus—its fourth successive one—of £4,911 was shown for the year ended March 31 last, by Rawtenstall Transport Department. It compared with a surplus of £7,451 in 1958-59. Total income last year was £129,549 (£178,982 the previous year) and operating expenses came to £165,070 (£161,682).

### LYTHAM REORGANIZATION PLANS

**P**ROPOSALS for a reorganization of bus services were discussed on Wednesday by a sub-committee of Lytham St. Annes Transport Committee, formed last February for the purpose. The sub-committee studied a comprehensive report prepared by the general manager of the undertaking, Mr. R. C. Armstrong.

Proposed improvements to the existing services are designed to cater for areas which have become increasingly residential over the past few years. Property has sprung up on a large scale in some districts of the borough.

### SOUTHPORT TO CUT EARLY BUSES

**A**S an economy move, Southport Transport Department is to reduce the frequency of buses on most routes between 7 a.m. and 8 a.m. on weekdays, after next Sunday, from the present 12-minute to a 15-minute headway.



*Built by Bonallack and Sons, Ltd., to the order of Mansfields, Ltd., Eastbourne, this Bedford pantechicon is in service with Messrs. John T. Wenham, Eastbourne. Of light-alloy construction, the body is 24 ft. long, 7 ft. 1 in. wide and 9 ft. 6 in. high internally. The Luton head is 4 ft. long and 4 ft. 5 in. high. Overall height of the vehicle is less than 13 ft., and its unladen weight is 3 tons 14 cwt. There is a 4-ft. 6-in. tailboard and a Goblmet roller shutter. In the roof is a translucent plastics panel 20 ft. long and 3 ft. wide. The chassis is an SB passenger type.*

## Two Fined for Illegal Running

**A** PROTEST against the fact that on two occasions before being "pounced upon" by licensing officials, two operators of taxis and minibuses were watched while they used their vehicles in contravention of the regulations, was made by a defending solicitor at Cocker-mouth (Cumberland) magistrates' court last week.

"I would doubt very much if this is quite the sort of justice one would expect—to be watched on previous occasions in order to build up evidence for the case—at least there should have been a warning," declared Mr. G. W. Iredell, the solicitor.

Mr. Iredell was defending Alfred Simpson, of 10 New Street, Cocker-mouth, who pleaded guilty to four summonses for permitting the use of two vehicles on April 8 last, for stage carriage work without road service or public service vehicle licences. He was fined £1 in each case and ordered to pay £3 13s. costs.

Elizabeth Jane Kirkpatrick, Thomas Kirkpatrick and James Kirkpatrick (trading as Thomas Kirkpatrick and Sons), of Sibson House, Great Broughton, also pleaded guilty to permitting the use of a vehicle for express carriage work without road service or public service vehicle licences on the same day. They were fined £1 in each case with a total of £4 2s. costs.

Explaining that the bench felt that nominal fines would meet the cases, the chairman Mr. R. L. Wyllie, said the prosecutions had been

brought under complex regulations, but owners of taxis and public hire vehicles should be quite aware of the details.

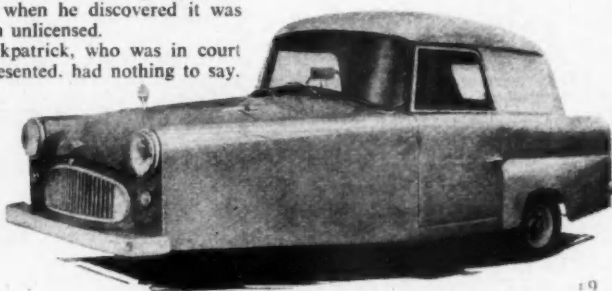
Mr. G. N. Worthing, prosecuting for the Northern Traffic Commissioners, said that Simpson had been given a memorandum of the relevant regulations and warned against operating a lunch-time service.

In the Kirkpatricks' case, a minibus had been seen previously with a full load and on April 8, when being driven by Mary Isabella Kirkpatrick, it was found that the passengers—all factory workers—had paid 1s. 6d. or 2s. each. Mr. Kirkpatrick said he did not know he was committing an offence.

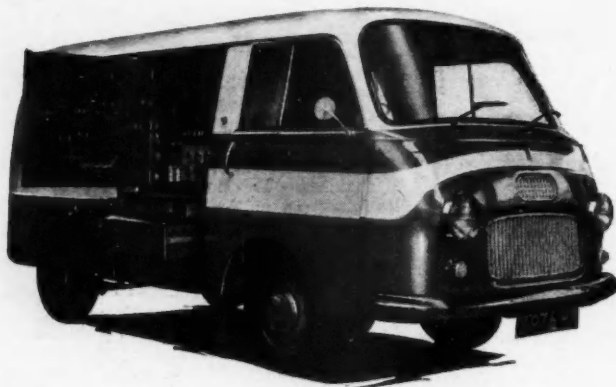
For Simpson, Mr. Iredell said that because employees at the factory often wanted to go to Friday night dances, one of them had arranged with Mr. and Mrs. Simpson to get them home earlier than by the buses of Cumberland Motor Services, Ltd. Mr. Simpson had also been approached by workers to take them to housing estates at lunch-time. He began to do it, thinking it was legitimate as no buses were going there, but stopped when he discovered it was wrong to run unlicensed.

James Kirkpatrick, who was in court but not represented, had nothing to say.

*This is the new Bond Ranger, a three-wheeled van of 31 cu. ft. capacity made by Sharp's Commercial, Ltd., and costing £295 in primer. It is powered by a Villiers two-stroke engine.*







## Greater Freedom for C.I.E. Cuts Losses

**D**URING the first year of operation under the new Transport Act, which gives it more freedom to act as a commercial concern, Coras Iompair Eireann, the Eire State public transport undertaking, succeeded in cutting its losses from almost £2,000,000 the previous year to £709,000 last year. Both road freight and road passenger operations were more profitable.

*This Fiat van is one of two which have been fitted out as mobile workshops and training schools for the employees of 350 Fiat dealers and distributors in Britain. Engine lifting gear, engine and gearbox stands and jigs for components are among the pieces of equipment carried.*

The report for the year ended March

31 last, published this week, showed an operating profit of £446,978 compared with a loss of £424,415 the previous year.

On the railway side of the undertaking, the loss of £1,247,489 for 1959 was reduced to £558,614, while on the road passenger section operating profits rose from £783,415 to £869,480. More than 300m. passengers were carried—a record for C.I.E.

A profit of £167,115 was earned by the road freight section, compared with a profit of £102,065 last year.

The annual report refers to the extended employment of management consultants to survey the management structure and operations, the new policy of making package deals for merchandise and livestock, and extensive publicity to bring to the attention of the public the advantages of using public transport services.

Of the transport revenues of C.I.E. 36.46 per cent. of the income was contributed by the buses and 11.26 per cent. by road freight. The number of buses in operation at the end of the period was 1,328, the number of goods prime movers being 769.

## A.E.U. Dispute Leaves Buses Empty

**T**HE Dundee branch of the Amalgamated Engineering Union is slowly paralysing the municipal transport system by "blacking" its buses, it was alleged this week. The transport committee were told that at present 14 buses, some with the most minor defects, were standing idle.

Mr. W. L. Russell, general manager, said it was becoming impossible to run some duplicates and, before long, ordinary services might be affected.

On safety grounds, the A.E.U. want two men on workshop shifts lasting more than an hour. Because of the disagreement over their claim, the union has

withdrawn certain overtime working. When Transport and General Workers' Union drivers took broken-down buses back to the garage—a job usually done by the A.E.U.—the A.E.U. then declared the buses "black" and would not service them.

### COMMERS BEHIND IRON CURTAIN

**T**HE Rootes Group is to show a Commer 4-ton delivery van and a 7-ton Commer truck at the Brno International Trade Fair, Czechoslovakia, which is to be staged from September 11 to 25.

## New Transport Companies

**Marshall Haulage Co., Ltd.** Cap. £1,000. Dirs.: F. P. Pesticio, P. Pesticio, A. Pesticio and M. Bevington, Ty-Tynnon, St. Mellons Road, Marshfield, Mon. Sec.: A. Pesticio. Reg. office: Ty-Tynnon, St. Mellons Road, Marshfield.

**Netica Transport, Ltd.** Cap. £100. Subs.: S. Hart and A. Hart, 57 Rodney Court, Maiba Vale, London, W.9. Sec.: M. Claff. Reg. office: 138-139 Bush House, London, W.C.2.

**Chiddingfold Coachwork Co., Ltd.** Cap. £100. Dirs.: T. E. Flynn, Brockbank Villas, Woodside Road, Chiddingfold, Surrey, and H. A. Beeny, 1 Sidlaw Terrace, Clarence Road, Bognor Regis, Sussex. Sec.: H. S. Head. Reg. office: 1 Sidlaw Terrace, Clarence Road, Bognor Regis.

**Whitmarsh and Jones, Ltd.** Cap. £100. Dirs.: D. G. Jones and J. A. Jones, Totteridge Park Farm, Mill Hill, London, N.W.7. Sec.: R. K. Matthews. Reg. office: 102-105 Strand on the Green, London, W.4.

**S. J. Broad (Par), Ltd.** Cap. £1,500. Dirs.: S. J. Broad, Mrs. Doreen Broad and J. A. Broad, 18 Polmar Road, Par, Cornwall. Reg. office: 18 Polmar Road, Par.

**Flower Freight (Transport) Co., Ltd.** Cap. £100. Dirs.: A. J. Wilkins, 55 Bramcote Grove, London, S.E.16, and R. Cooper, 32 Mickleham Down, London, N.12. Sec.: A. J. Wilkins. Reg. office: 21 Catherine Street, London, W.C.2.

**Cushion Transport, Ltd.** Cap. £100. Dirs.: H. W. Sydenham and J. B. Sweeney, 27 Martin Lane, London, E.C.4.

**Tanker Road Transport Co., Ltd.** Cap. £100. Subs.: S. A. Shaw and A. Barfield, St. Swithins House, Walbrook, London, E.C.4.

**H. R. Drifill and Son, Ltd.** Cap. £2,000. Dirs.: H. R. Drifill, G. B. R. Drifill and E. Drifill, Cliffe-cum-Lund, near Selby. Sec.: H. R. Drifill. Reg. office: Cliffe-cum-Lund.

**F. Roberts (Transport), Ltd.** Cap. £100. Dirs.: F. Roberts and N. Roberts, 48 Marina Road, Little Alcatraz, Formby, Lancs. Sec.: F. Roberts. Reg. office: 48 Marina Road, Little Alcatraz.

**Deryck K. Morley, Ltd.** Cap. £3,000. Dirs.: D. K. Morley and M. P. Morley, 16 West End Crescent, Ilkeston, G. Slater and J. M. Slater, 82 Park Road, Ilkeston. Sec.: G. Slater. Reg. office: Rutland Street, Ilkeston.

**Fairlie Motors, Ltd.** Cap. £100. Dirs.: J. G. Pauling and Mrs. E. A. Pauling, 24 Fairlie Gardens, Dunoon Road, London, S.E.23. Sec.: J. Pauling. Reg. office: 24 Fairlie Gardens, Dunoon Road, London, S.E.23.

£10

**General Wharfedale and Roadways (Contracts), Ltd.** Cap. £3,000. Dirs.: P. H. Johnson, 26 Thingwall Drive, Liverpool, 14, E. G. Hughes, 33 Beechfield Road, Liverpool, 18, A. E. Jones, and S. A. Hughes. Sec.: P. H. Johnson.

**W. L. Fowler and Co., Ltd.** Cap. £1,000. Dirs.: W. L. Fowler and D. R. Fowler, 7 Downshall Avenue, Seven Kings, Ilford. Sec.: D. R. Fowler. Reg. office: Barclays Chambers, 451 Commercial Road, London, E.1.



Among the large users of Leyland Group goods vehicles in Iran is the Ministry of Customs and Monopolies. This is one of 35 Albion Chieftain vehicles operated by the Ministry in the Customs area at the port of Khorramshahr. The high-sided bodywork may be noted.



## Ross By-pass Now Open to Traffic

THE Ross by-pass, a one-and-a-half-mile-long road on the north-west side of Ross-on-Wye which links the existing roads between South Wales and the Midlands, was opened at the week-end. The eastern end will be connected with the Ross motorway when it is opened later in the year.

The northern carriageway of the Hanger Lane underpass on Western Avenue, London, was opened last week. The two northern slip roads also came into use. It is expected that the southern road will be opened early next month.

### MOTORWAY WORK STARTS

WORK started last week on the £2½m. section of the Birmingham-Preston motorway to by-pass the Stafford bottleneck, in all about five miles long. Twin 36-ft.-wide carriageways separated by a 13-ft. central reservation, with 10-ft.-wide hard shoulders, will be laid down. The hard shoulders will be on the same foundation as the carriageways, so that heavy lorries will not sink through them as happened on earlier hard shoulders on M1.

### WORK TO START ON THAMES TUNNEL

THE Ministry of Transport is to invite tenders for the completion of the £11,000,000 Dartford-Purfleet tunnel under the River Thames, expected to be completed in 1962. Work is already in progress on the northern approaches to the tunnel and a £758,755 contract has been awarded for the construction of the southern approach road.

### "BUILD MORE MOTORWAYS" CALL

MOTORWAYS, not dual-carriageway all-purpose roads, should be built whenever any trunk roads are improved. The motorway is by far the most efficient method for moving large volumes of vehicles, the British Road Federation stated this week.

### MOVE TO END A4 BOTTLENECK

THE Minister of Housing, Mr. Henry Brooke, has suggested to Slough (Buckinghamshire) Borough Council that the A4, which at present runs through the congested High Street of the town, should be diverted for through traffic, thus by-passing the town.

*This impressive Atkinson eight-wheeled tipper has a Gardner 6LX 150-h.p. engine driving through a Z.F. direct-top gearbox and a special heavy-duty Kirkstall double-drive bogie. Hydraulic power steering is fitted, and the tyres are of the Goodyear hard-rock lug type. Braking is by the Bendix-Westinghouse dual-line system with diaphragm-operated brakes on all axles. The hand brake to the rear axle is air assisted. Pilot tipping gear is fitted, and the 28-cu.-yd. steel body is also a Pilot product. The operators are Eccles Transport (R.M.), Ltd., Santon, Scunthorpe, who use it to carry foundry slag within their own premises.*



Messrs. A. E. Bullock, builders, Welwyn Garden City, operate this Bedford petrol-engined 35-cwt. tipper. Its compact dimensions make it ideal for their restricted premises and manœuvring in small drives. A large number of new houses has been built in the area, and owners are in frequent need of the builders to deliver sand, ballast and other materials for garden walls and paths. The body was built by J. Whitaker, Hutchinson and Sons, Ltd., Bradford, and has Milshaw tipping gear.

## Cesspit-emptier for P.H.I. Show

A BEDFORD-EAGLE 800-gal. combined gully- and cesspit-emptier will be exhibited by Vauxhall Motors, Ltd., at the Public Health Inspectors' Exhibition, at Scarborough, from September 20-23. The dual-purpose body is mounted on a Bedford long-wheelbase normal-control 5-ton chassis, with a Bedford 300-cu.-in. diesel engine.

### MUNICIPAL OPPORTUNITIES

Eccles Borough Council require a gully-emptier. Glasgow Libraries Committee wish to purchase a Commer van from Melvin Motors, Ltd.

Bermondsey Works Committee wish to buy four refuse collectors from Enid Garage, Ltd.

Blackpool Parks Committee seek to acquire a Thames tipper from Thomas Motors, Ltd.

Cheltenham Highways Committee seek to purchase a refuse collector from J. Gibson and Sons, Ltd.

Wood Green Works Committee have authorized the purchase of a Scammell mechanical horse.

Hornsea Urban District Council are to buy a Karrier Bantam from the Triangle Motor Co., Ltd.

Eastbourne Highways Committee have authorized the purchase of a Bedford 15-cwt. pick-up and a drop-sider. The highways committee are advised to buy a Dennis Paxit Major.

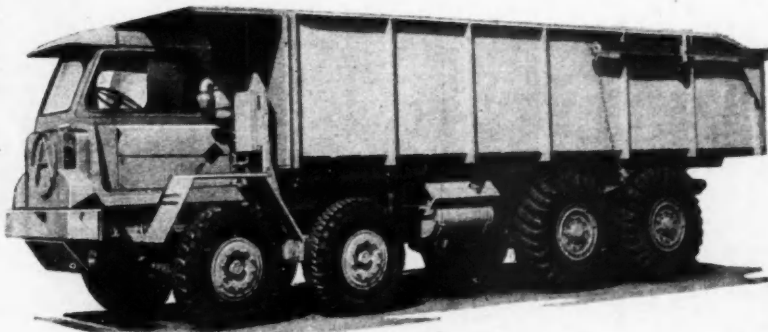
Southport Corporation have ordered a Bedford 10-12-cwt. van and a 5-ton tipper from the Southport Engineering Co., Ltd., and a Thames 5-cwt. van from Holland Motors, Ltd.

Middlesex County Council have ordered 17 sitting-case vehicles and seven ambulances from Stewart and Arden, Ltd. The supplies committee seek to obtain a Bedford 4-ton chassis from Gregory's, Ltd., and a special body from Messrs. Cammish and Philpott.

The welded steel tank has dished ends and is divided into two compartments, one for clean water, the other for sludge. An inter-connecting valve enables both compartments to be used for cesspit emptying. A rotary vacuum exhauster, driven from the gearbox power take-off, raises vacuum or pressure in the tank for filling and discharging—the change-over from vacuum to pressure being achieved by the use of a three-way valve.

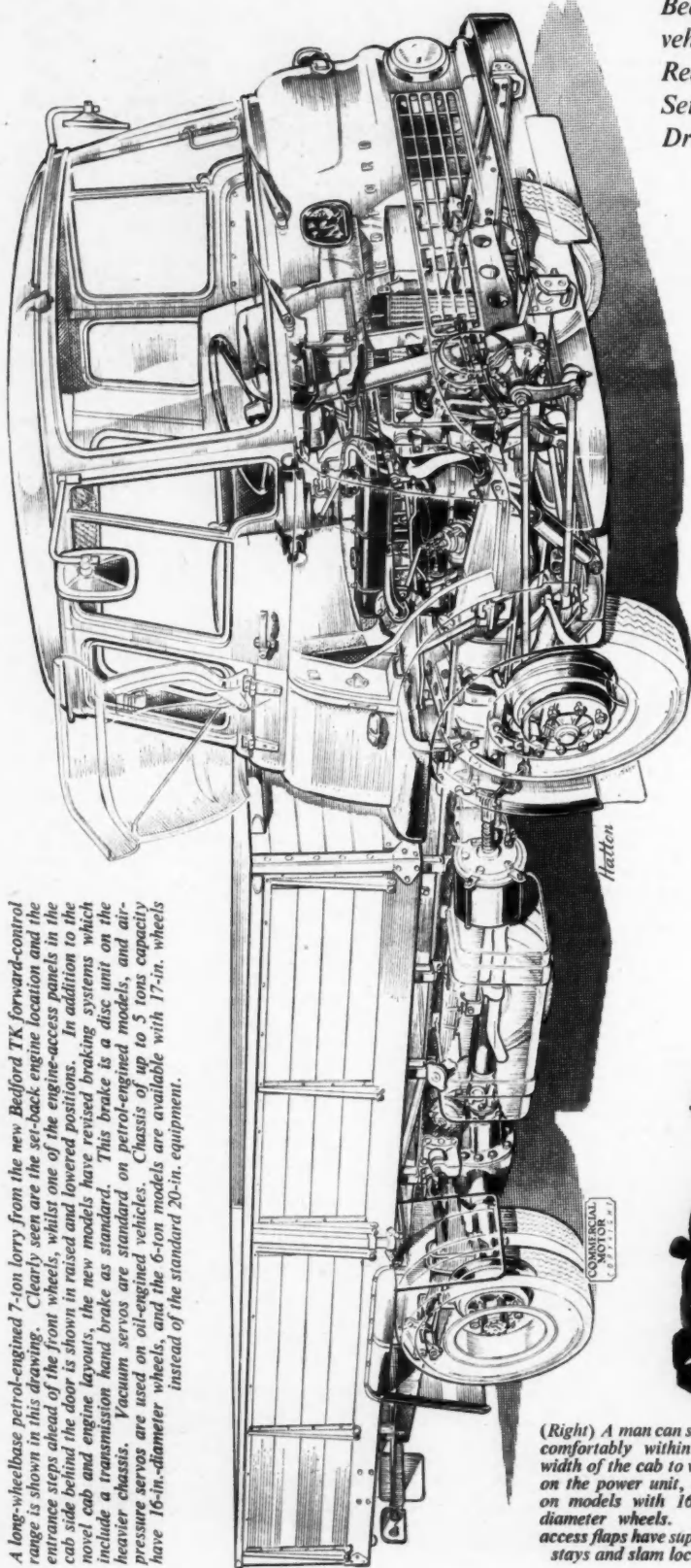
A Bedford-Eagle four-stage tower wagon is to be shown at the conference of the Association of Public Lighting Engineers, at Folkestone, from September 13-16. The vehicle is based on the Bedford long-wheelbase normal-control 3-ton chassis. It has a low frame height which provides easy access to the rear of the tower and the combined workshop-body and cab.

The tower is mounted directly above the rear axle to give optimum stability, is hydraulically powered and controlled from the cab. The ram is fitted with a strangulated return valve to prevent the tower crashing in the event of a hydraulic failure. The platform, 9 ft. by 4 ft., with collapsible guard rails, can be rotated through 360 degrees.



A long-wheelbase petrol-engined 7-ton lorry from the new Bedford TK forward-control range is shown in this drawing. Clearly seen are the set-back engine location and the entrance steps ahead of the front wheels, whilst one of the engine-access panels in the cab side behind the door is shown in raised and lowered positions. In addition to the novel cab and engine layouts, the new models have revised braking systems which include a transmission hand brake as standard. This brake is a disc unit on the heavier chassis. Vacuum servos are standard on petrol-engined models, and air-pressure servos are used on oil-engined vehicles. Chassis of up to 5 tons capacity have 16-in.-diameter wheels, and the 6-ton models are available with 17-in. wheels instead of the standard 20-in. equipment.

E12



(Right) A man can stand comfortably within the width of the cab to work on the power unit, even on models with 16-in.-diameter wheels. The access flaps have support stays and slam locks.

## Bedford Forward-control Goods-vehicle Range Now Completely Redesigned: New TK Models Have Set-back Engines to Improve Driving Comfort and Power-unit Accessibility

**O**UTSTANDING cab design distinguishes the new Bedford TK series of forward-control goods chassis announced on Tuesday. Careful thought has ensured maximum comfort for driver and passenger and an acceptable degree of accessibility to the engine, located beneath the seats, without encroaching to any marked degree on the body space available with the earlier S and TC types which these new models supersede.

The driver sits well forward, so he has a clear view of the road. Entrance

# BEDFORD

steps ahead of the front axle and the low floor ensured by the use of 16-in.-diameter wheels on 3-, 4-, and 5-ton models make the cab effortless to climb into and out of.

Although many of the mechanical components used in the TK models are similar to those previously employed in the S and TC series, major changes have been made in the braking systems. Transmission hand brakes are employed on all models and air-hydraulic systems are used on oil-engined chassis (with the option of vacuum assistance on tractive units only), whilst all petrol-engined chassis have vacuum-hydraulic braking as standard.

The new range not only supersedes previous Bedford forward-control models



(Left) With no engine cowl to obstruct the floor line, the layout of the new Bedford cab makes it easy for the driver to reach his seat from the kerb-side. The cab illustrated has a twin passenger seat.

(Right) Engine accessibility is distinctly better than average for a forward-control vehicle, whilst the cab is relatively easy to remove for an engine change. Lights are provided in the engine compartment.



## ACCENT Comfort for Driver

of which more than 80,000 were made in 10 years), but also extends the range available. Whereas previously there were only 5-, 6-, 6½- and 7-ton chassis, available with oil or petrol engines, the TK series includes 3- and 4-ton models on 16-in. wheels and—at the other end of the range—a 7½-ton chassis offered as a normal load carrier, a tipper or a 12-ton tractive unit.

Prices are only slightly higher than those of the earlier forward-control vehicles, but represent even better value for money.

There are 13 basic models in the new range, including two short-wheelbase tippers and three tractive units with wheelbases of 8 ft. All models are available with oil or petrol engines, the Bedford 214-cu.-in and 300-cu.-in. petrol engines, 200-cu.-in. and 300-cu.-in. oil engines and Leyland O.350 oil engine being offered according to the size of the chassis.

### Transmission Options

The availability of these units is indicated in the accompanying table, from which it will be seen also that there is a choice of gearboxes, including four- and five-speed units, throughout the range. Bedford-built two-speed axles are offered as optional equipment on chassis of over 6-ton capacity, except in the case of the KGA 12-ton tractive unit, for which the two-speed axle is mandatory.

Although the cab looks much longer and bulkier than the S-type, it is only 2.7 in. longer, the whole of the increased length lying behind the front-axle centre line, so that the front overhang is unchanged.

The cab is of all-steel welded construction, with integral steel underframing, mounted at four points on the

chassis frame. Although the engine lies beneath the seats, the cab itself has a lower overall height than that of an S-type, there being a difference of some 4 in. in the case of models having comparable wheels and tyres.

Seat back squabs lie almost directly above the front-axle centre line. This leaves a space about 2 ft. long between them and the rear panel of the cab, which provides room above the engine for an air cleaner and gives useful stowage space for tools and ancillary electrical equipment.

This compartment is enclosed at the top by a flat panel which forms a useful shelf for driver's personal effects. It also enables the overall glazed area of the cab to be increased, because fixed lights are incorporated in the sides of the cab behind the doors.

The cab floor ahead of the seats is completely flat, so that the driver can reach his seat quite easily from each side. Instead of a steering-column gear lever, with greatly increased complication in linkages, a short lever is mounted on top of the engine cowl between the driver's and mate's seats, where the driver can reach it with the minimum of effort.

Similarly, the hand brake has been kept out of the way of the floor space by mounting it on the seat box to the right of the driver's seat. The lever assembly is short and similar to that at one time employed on certain Vauxhall cars. It has been possible to make the control short because the use of a transmission brake, the effect of which is multiplied by the rear-axle gearing, avoids the need for high leverage.

The driver's knees are on roughly the same level as the base of the one-piece curved windscreen and he is able to see within 7 ft. of the front of the cab at ground level. As the windscreen is deep, its top is unlikely to be below the level of the driver's eyes. Some of the largest windscreen-wiper blades to be used in this country have been adopted to ensure good vision in rain or snow.

Because the driver sits ahead of, and above, the power unit, he hears remarkably little noise. The cab is cool for the same reason, so provision has been made for fitting a fresh-air heating system which directs air into the cab at floor level.

Insulation material to keep out both noise and heat is used beneath the engine cowl, floor and front panel, and

### Specimen Prices of the New Bedford Models

3-ton petrol chassis, £706; chassis-cab, £806; drop-sided lorry, £916. Oil-engined versions cost £120 more.

4-ton petrol chassis, £720; chassis-cab, £820; drop-sided lorry, £930. Oil-engined versions cost £120 more.

5-ton short-wheelbase petrol chassis, £760; chassis-cab, £860; drop-sided lorry, £970. Oil-engined versions cost £185 more.

5-ton long-wheelbase petrol chassis, £775; chassis-cab, £875; drop-sided lorry, £995. Oil-engined versions cost £185 more.

6-ton long-wheelbase 214-cu.-in. petrol chassis, £875; chassis-cab, £975; drop-sided lorry, £1,095. With 300-cu.-in. petrol engine prices are £65 greater. Oil-engined versions cost £120 more than models with 300-cu.-in. petrol engine.

7-ton long-wheelbase petrol chassis, £970; chassis-cab, £1,070; drop-sided lorry, £1,190. Oil-engined versions cost £120 more.

7-ton extra-long-wheelbase petrol chassis, £980; chassis-cab, £1,080; drop-sided lorry, £1,210. Oil-engined versions cost £120 more.

7½-ton extra-long-wheelbase petrol chassis, £998; chassis-cab, £1,098; drop-sided lorry, £1,228. Oil-engined versions cost £445 more.

7-ton petrol tipper chassis, £960; chassis-cab, £1,060. Oil-engined versions cost £120 more.

7½-ton petrol tipper chassis, £985; chassis-cab, £1,085. Oil-engined versions cost £445 more.

8-ton tractor, 214-cu.-in. petrol, £925; 300-cu.-in. petrol, £990; 300-cu.-in. oil engine, £1,110.

10-ton tractor, 300-cu.-in. petrol, £995; 300-cu.-in. oil engine, £1,115; 350-cu.-in. oil engine, £1,440.

12-ton tractor, £1,575.



lines the one-piece roof pressing. Ventilation is by hinged quarter lights in the cab doors, which are deeper than the wind-down windows in each door, whilst, whether heating equipment is fitted or not, fresh air at ambient temperature can enter the cab through a central duct at floor level over which the heater unit fits.

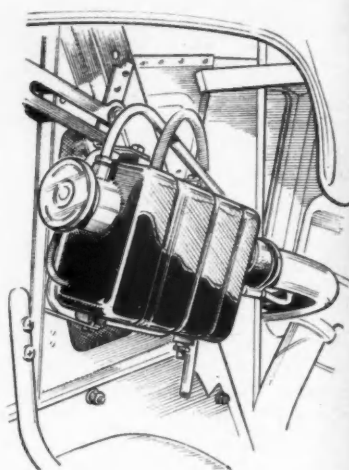
Although the TK cab is similar in appearance to certain makes of American tilt cab, this form of construction, to gain access to the engine, has not been adopted by the Bedford engineers. This is, perhaps, surprising, as the cab and chassis layout are typical for a vehicle with a tilt cab, but, instead, access to the engine is by two hinged panels behind the doors.

With these panels raised it is easy to get close to the power unit without stooping. The question of engine removal has been solved by making the cab easy

to detach, and it is claimed that the cab assembly can be lifted clear of the chassis within 30 minutes, whilst with skilled labour little more than ½ hour should be necessary.

So far as the rest of the specification of the TK models is concerned, next in order of importance are the brakes. All the chassis have power-assisted brakes and the front-to-rear braking ratio throughout the range is 50:50. This combines with an average front-to-rear weight-distribution ratio of 29 to 71 to ensure that the front brakes take their fair share of the available retardation effort.

Complementary to the 50:50 braking ratio, the thickness of the front drums has been increased by 66 per cent. and that of the rear drums by 36 per cent. The additional thickness not only resists distortion, but acts as a heat sink whereby the brake-lining temperature is sub-



The cooling system has a separate header tank which improves cooling efficiency and simplifies level-checking and topping-up. The tank is on the left of the cab.

OUTLINE SPECIFICATION OF TK FORWARD-CONTROL RANGE

Model and nominal payload	Wheel-base	Engine	Gear-boxes	Single-speed axle ratios	Two-speed axle ratios	Frame depth	Brake area	Turning circle	Tyre size	Gross weight
KC 3-ton	11 3	cu. in. 214 P 200 O	B/C	5.43 6.20 4.70*	—	8.40	sq. in. 386.3	ft. 43.0	7.00-16 8-ply	lb. 12,500
KC 4-ton	11 3	214 P 200 O	B/C	5.43 6.20 4.70*	—	8.40	386.3	43.0	7.50-16 10-ply	15,000
KDS 5-ton	11 3	214 P 300 O	A/C	5.43 6.20* 4.37† 4.70†	—	8.40	386.3	43.5	7.50-16 (Steel)	18,000
KDL 5-ton	12 7	214 P 300 O	A/C	5.43 6.20* 4.37† 4.70†	—	9.44	386.3	48.5	7.50-16 (Steel)	18,000
KEL 6-ton	12 7	214 P 300 P 300 O	B/D	7.40* 5.80 6.80 5.30†	5.83/7.95 6.40/8.72	9.44	416.8	46.5	7.50-20 12-ply	20,500
KFS 7-ton	12 7	300 P 300 O	B/D	6.80 5.80	5.83/7.95 6.40/8.72	9.44	479.7	48.0	8.25-20 12-ply	23,000
KFL 7-ton	13 11	300 P 300 O	B/D	6.80 5.80	5.83/7.95 6.40/8.72	9.50	479.7	52.5	8.25-20 12-ply	23,000
KGL 7½-ton	13 11	300 P 350 O	B/D A/E	6.80 5.80	5.83/7.95 6.40/8.72	9.50	479.7	54.5	8.25-20 14-ply	25,000
<b>Tipper</b>										
KFT 7-ton	10 0	300 P 300 O	B/D	6.80	5.83/7.95 6.40/8.72	10.00	479.7	38.5	8.25-20 12-ply	23,000
KGT 7½-ton	10 0	300 P 350 O	B/D A/E	6.80	5.83/7.95 6.40/8.72	10.00	479.7	40.0	8.25-20 14-ply	25,000
<b>Tractive Units</b>										
KEA 8-ton	8 0	214 P 300 P 300 O	B/D	7.40* 6.80 5.80†	5.83/7.95† 6.40/8.72	8.44	416.8	30.0	7.50-20 8-ply	27,000
KFA 10-ton	8 0	300 P 300 O 350 O	B/D A/E	6.80	6.40/8.72	8.44	479.7	30.0	7.50-20 12-ply	33,600
KGA 12-ton	8 0	350 O	A/E	—	6.40/8.72	8.44	479.7	31.0	8.25-20 12-ply	38,500

P, petrol engine. O, oil engine. Gearboxes: A, 6.5, 2.86, 1.58 and 1 to 1 forward, 6.5 to 1 reverse; B, 7.06, 3.33, 1.71 and 1 to 1 forward, 7.06 to 1 reverse; C, 6.3, 3.36, 1.83, 1 and 0.82 to 1 forward, 5.76 to 1 reverse; D, 6.93, 3.78, 2.24, 1.47 and 1 to 1 forward, 6.86 to 1 reverse; E, 6.48, 3.54, 2.09, 1.37 and 1 to 1 forward, 6.4 to 1 reverse. \* 214 cu. in. engine only. † 300 cu. in. engine only.

Bedford TK models have a distinctive appearance, the example shown being a 5-tonner. Flashing direction indicators and large rectangular rear-view mirrors are standard.



stantially reduced under near-fade conditions.

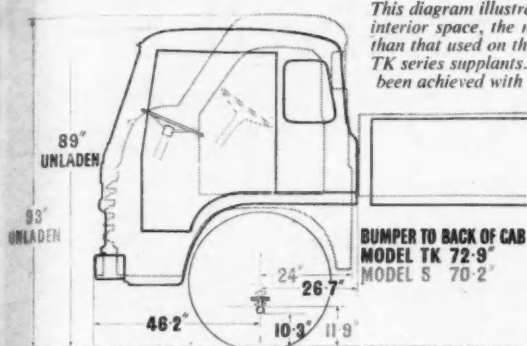
On all models in the new range leading-and-trailing-shoe brakes are standard: 13-in.-diameter units are used on both axles of the 3-, 4- and 5-ton chassis; 14-in.-diameter brakes are fitted to both axles of the 6-ton load carrier and the 8-ton tractive unit; and 16-in.-diameter brakes are used on both axles of the remainder of the range. The total available foot-brake frictional area is indicated in the accompanying table.

The use of a transmission hand brake is significant. Not only is retardation power substantially increased, because it passes through the rear-axle reduction gearing, but the design of the rear-axle braking units is simplified, as no allowance has to be made for mechanical actuation of them.

A Lockheed disc-brake assembly is used in the case of 7½-tonners and 10- and 12-ton tractive units. Other vehicles in the range have drum brakes, and in each case the hand-brake assembly is mounted on the tail end of the gearbox.

This reintroduction of the transmission brake may come as a surprise to many British operators, but it has many advantages. For instance, if any section of the foot-brake system fails, there is an independent and powerful hand brake which will withstand at least three stops in quick succession before fade occurs.

The foot-brake system in all cases embodies the Bedford tandem master cylinder. In the case of petrol-engined vehicles the hydraulic system is boosted by a specially developed Clayton Dewandre vacuum servo which draws power from the inlet manifold of the



*This diagram illustrates that, despite the increased interior space, the new cab is only 2.7 in. larger than that used on the S and TC models which the TK series supplants. Thus the improvements have been achieved with negligible loss in load space.*

has been of particular advantage.

Close attention has been paid to general suspension arrangements, and long front springs are used on all models, varying in length from 45 in. on the lighter vehicles to 53½ in. in the case of the heavier chassis. Leaves 3 in. wide

engine. This is standard throughout the petrol-engined models.

Oil-engined chassis have an air servo as standard, for which purpose a single-cylindrical compressor is mounted on the engine. The only exception to this rule applies in the case of oil-engined tractive units when required for operation with vacuum-braked semi-trailers. Then the compressor is replaced by an exhaustor.

The manufacturers claim that pedal effort is reduced by 30 per cent. in the case of the vacuum-hydraulic system and by 50 per cent. when air assistance is employed, compared with the pedal pressures required with former Bedford forward-control chassis.

Another small but significant change in the braking systems is the replacement of the old type of Bedford "fingertip" adjusters by a new version which permits external adjustment of the brakes by means of a spanner. In this respect the elimination of a mechanical linkage to the rear brakes from the hand-brake lever

replace the former 2½-in.-wide leaves, and suspension damping at the front axle has been improved by increasing the effective diameters of the telescopic dampers from 1 in. to 1½ in.

New rear springs are employed on certain models, and in all cases new rear hanger brackets have been incorporated. Telescopic dampers are standard equipment on tippers and optional on others.

All TK chassis have frames which are flat-topped rearwards from the back of the cab, and cold-squeeze-riveting is employed throughout. Improved pedestal mountings are used with 14-ft. and 16-ft.-long factory-built bodies. All 18-ft.-long bodies are mounted on full-length timber longitudinal members.

Steel-cord tyres are standard on both types of 5-ton chassis, and are available as optional equipment on the 4- and 6-ton chassis. Without the use of such tyres it would have been almost impossible to specify 16-in.-diameter wheels for the 5-tonner. The small-diameter tyres bring the loading height down to

42½ in. in the case of the 5-tonner and 41½ in. on the 3-tonners and 4-tonners.

Another innovation is the offer of 17-in.-diameter wheels as optional equipment on 6-ton models. These reduce loading height by 1½ in. when compared with a 6-tonner equipped with 20-in.-diameter wheels. All models in the range have the latest Bedford "square blank" wheels, which, because of the absence of rivets, are claimed to have a longer life and greater freedom from distortion.

All the engines employed in the new range are basically similar to those formerly offered in S- and TC-series forward-control models and currently available in TJ-series normal-control chassis.

New crankcases have been required for the 200-cu.-in. oil engines and 300-cu.-in. petrol and oil engines. Other modifications mainly affect clutch housings. In all cases the cooling systems incorporate a new design of radiator, which is placed immediately ahead of the engine. Cooling efficiency and accessibility for topping-up are promoted by the provision of separate header tanks.

Three-point mountings for the engine-gearbox units have been retained, but the rear mounting is completely new. Swinging links fitted directly to the clutch housing replace the trunnion mounting.

Certain of the axles used in the new range are common to TJ models, but higher loading capacities have been achieved by increasing the thicknesses of the axle tubes and by the use of higher-capacity bearings. A new single-speed hypoid-bevel axle, rated at 18,000 lb., is offered for the KGL 7½-tonner.

The SB passenger chassis and R-type 4 x 4 goods chassis remain in production unchanged, as do the TJ normal-control goods models.

## Changes in Bedford CA Van Models

**I**N addition to the new TK range of forward-control goods vehicles announced this week by Vauxhall Motors, Ltd., several minor changes have been made to the Bedford CA 10-12-cwt. and 15-cwt. short- and long-wheelbase vans.

Standard equipment on these vehicles now are 13-in.-diameter wheels, instead

of the 15-in.-diameter wheels previously employed, and these reduce the loading height by 1 in., the new dimension being 1 ft. 11¼ in. Another change is that the payload rating of all models has been increased by 1½ cwt.

The smaller wheels have made it possible to use more compact front and rear wheel-arches, and flat-topped wheel-

boxes are used at the rear. A choice of three axle ratios is offered: the standard ratio is 4.625 to 1, with the option of 5.286 or 4.111 to 1.

Lower gearbox ratios have also been adopted, whilst the 1.5-litre petrol engine incorporates new types of steel-backed big-end bearing.

Steering geometry has been revised to give better handling characteristics at high speeds and when fully laden, whilst operation of the gear-change mechanism is stated to be smoother than previously.

A redesigned instrument-panel layout has been adopted, and this incorporates a combined ignition-and-starter switch, "pull-out" lighting switch, and toggle switches for the direction indicators and windscreen wipers.

Prices are slightly higher. The short-wheelbase 10-12-cwt. van costs £450, and the 15-cwt. version £460, whilst the long-wheelbase models cost £470 and £480 respectively.

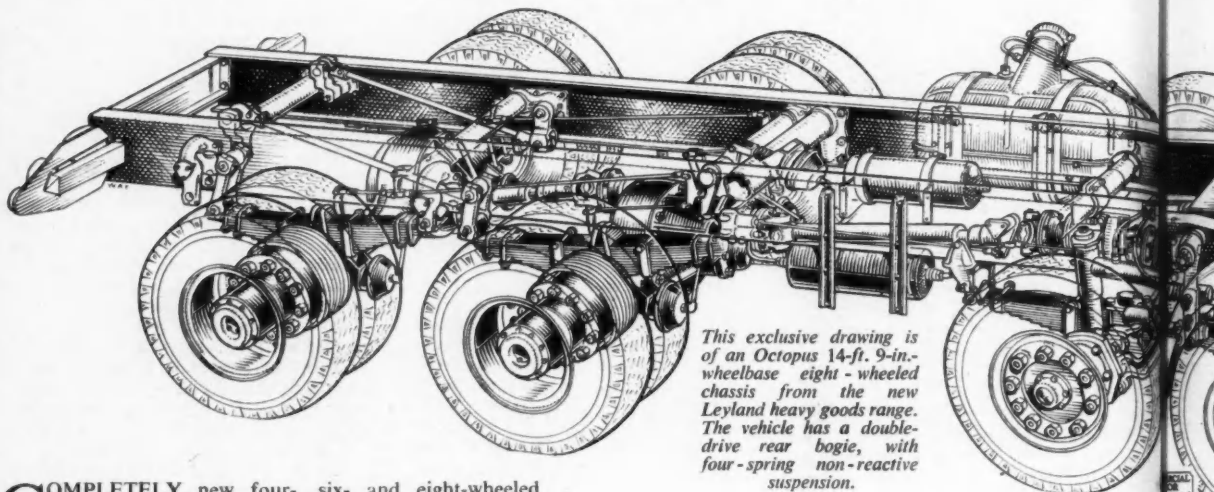
*The latest versions of the Bedford CA vans have 13-in.-diameter wheels, and these reduce the loading height by 1 in. compared with earlier models on 15-in. wheels. Changes have also been made to the steering and cab controls.*

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# SWEEPING CHANGES IN BIG LEYLAND MODEL



**C**OMpletely new four-, six- and eight-wheeled heavy-duty goods vehicles are announced today by Leyland Motors, Ltd., Leyland, Lancs, to supplant the models which have been in production since shortly after the end of the war. Additionally, a new passenger model known as the Lion has been introduced: this is a rear-engined high-frame chassis for single-deck operation.

The goods vehicles are new from stem to stern. Briefly, their features include modifications of existing power units which now give greater outputs and better economy; a new five-speed gearbox, with six- and seven-speed versions; new brakes; new double-reduction driving axles; new rear-bogie suspension arrangements; power-assisted steering and hand brake; and a new forward-entrance cab, as used on Albion Clydesdale and Chieftain vehicles, but which is available in steel- or plastics-panelled forms.

Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd., is stated to have directed personally the research work on the new power units. When announcing the vehicles, he said that, despite five years' development work on disc brakes, and air and hydraulic suspension systems, his engineers believed that these innovations were not ready yet and they had not been incorporated in the new range. Sir Henry added, however, that they could well appear during its life or that even better ideas—such as a brake that would never wear out—might be evolved.

## The New Goods Range

**T**HERE are five Beaver four-wheelers (14 tons gross), five Hippo six-wheelers (20 tons) and five Octopus eight-wheelers (24 tons). The Beaver tractive unit, however, has a gross train weight rating of 24 tons.

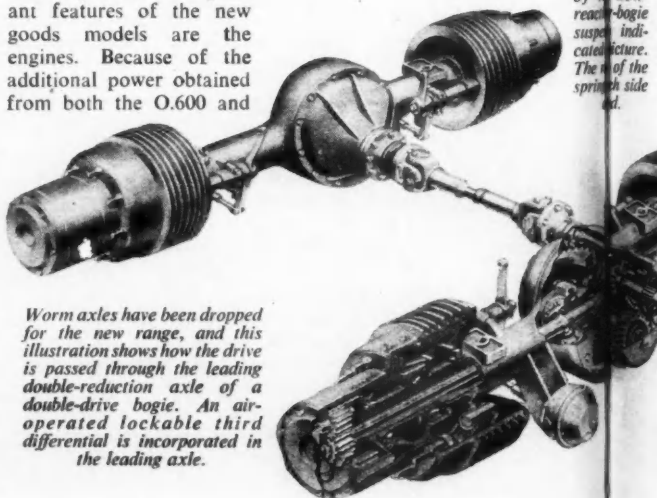
The Beaver models have wheelbases of 17 ft. 6 in., 15 ft. and 13 ft. 6 in. in the case of the general-haulage models; 12 ft. for the tipper chassis and 8 ft. for the tractive unit. The general-haulage Hippo and Octopus models share the same wheelbases—17 ft. and 14 ft. 9 in. in the case of both four- and two-spring rear-bogie versions. The Hippo

tipper has a wheelbase of 12 ft. 6 in., whilst the Octopus tipper is based on the 14-ft. 9-in.-wheelbase chassis.

Matching Scammell rubber- or air-sprung semi-trailers have been developed for use with the Beaver tractor, similar to the units detailed in last week's issue. These can have wedge- or cam-actuated brake units, either of which give a braking performance which is matched to that of the tractive unit. A matched single-axle semi-trailer for Super Comets has also been developed.

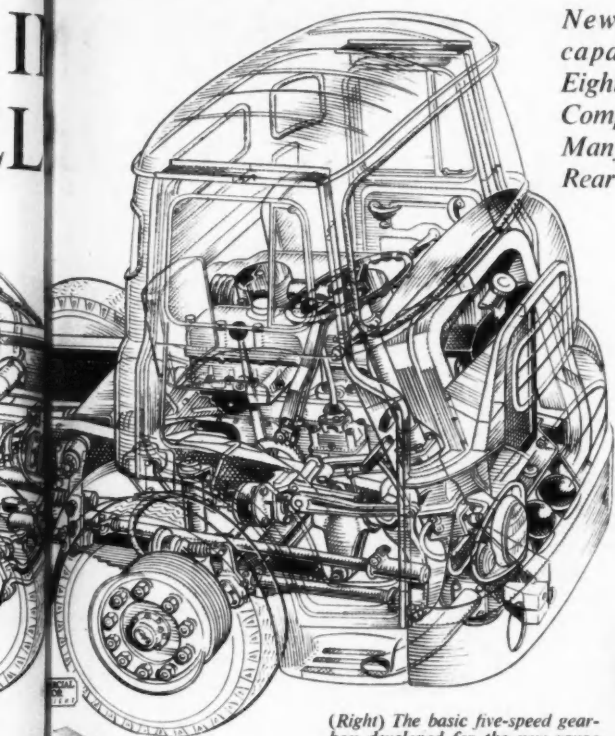
For the time being, at least, no changes are to be made to existing Super Beaver and Super Hippo normal-control models, whilst present passenger chassis are not affected. A new power unit has been developed for the Super Comet 14-ton-gross four-wheeler, however, this being a 400-cu.-in. oil engine with a net power output of 125 b.h.p. at 2,000 r.p.m.

Perhaps the most important features of the new goods models are the engines. Because of the additional power obtained from both the O.600 and

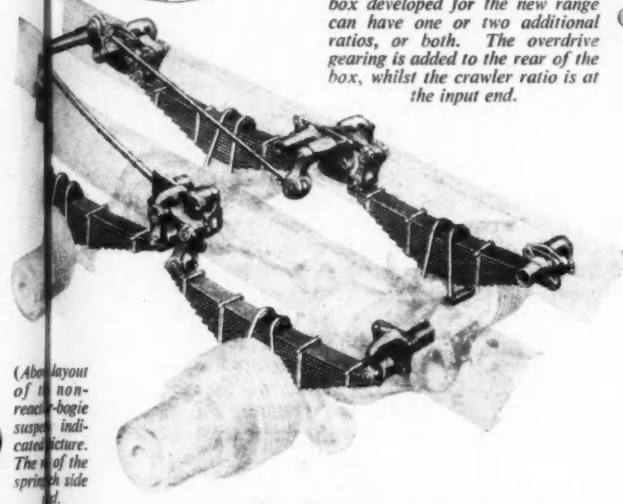


(Above) layout of the non-reactive bogie suspension indicated in picture. The view of the spring side and.

**New Leyland Maximum-capacity Four-, Six- and Eight-wheelers Announced: Completely New Designs Have Many Interesting Features: Rear-engined Single-decker**



(Right) The basic five-speed gearbox developed for the new range can have one or two additional ratios, or both. The overdrive gearing is added to the rear of the box, whilst the crawler ratio is at the input end.



(Above) Layout of a non-reactive bogie suspension indicated picture. The view of the spring side and.



O.680 engines, they have been named Power-Plus. The new O.600 has gross and net ratings of 146 b.h.p. and 140 b.h.p. respectively at 1,700 r.p.m., with additional ratings of up to 170 b.h.p. (gross) at 2,200 r.p.m., compared with 125 b.h.p. (net) at 1,800 r.p.m. in the case of the old engine.

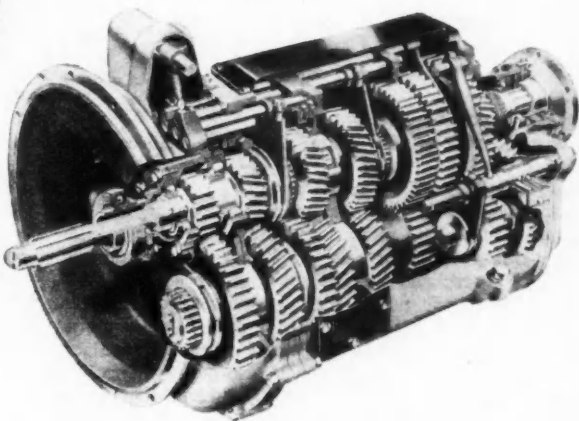
An equally striking increase is seen in the case of the new O.680 engine, which now has gross and net ratings of 210 b.h.p. and 200 b.h.p. respectively at 2,000 r.p.m., compared with the earlier net rating of 150 b.h.p. at 2,000 r.p.m. Torque ratings also have been raised, the O.600 now developing 430 lb.-ft. at 1,200 r.p.m. (410 lb.-ft. at 900 r.p.m. formerly), whilst the O.680 produces 548 lb.-ft. at 1,200 r.p.m., against

450 lb.-ft. at 1,100 r.p.m.—a remarkable increase.

Specific fuel-consumption rates have improved slightly, and all these advantages have been obtained for the most part merely by modifying the inlet and exhaust porting and manifolds and changing the shape of the combustion

space in the piston crowns. The previous engines had toroidal cavities in the pistons, but by modifying the profile at the base of these cavities, improved combustion characteristics have been obtained. The new shape is known as Spheroidal. Brake mean effective pressures have been raised to approximately 120 p.s.i., compared with about 113 p.s.i. for the earlier engines.

Other relatively small changes concern the fuel-injection systems, the O.600 engine having a mechanical governor, whilst the O.680 has a hydraulic governor. Dry



cylinder liners are retained for both engines, but those used in the O.680 have chromium-plated bores.

Throughout the new range the O.600 engine at its "economy" 1,700 r.p.m. rating is the standard power unit. Whilst this has ample power to give entirely satisfactory operation in this country with maximum fuel economy and longevity, it can be obtained with higher ratings, or the O.680 engine can be installed. In all cases the installation includes twin paper-element air cleaners and an improved cooling system incorporating a wax-type thermostat and a rubber-cowled fan which prevents recirculation of hot air through the radiator block.

### High Torque Output

A similar 16.25-in.-diameter hydraulically operated clutch is employed with each engine. The high torque output of the O.680 unit necessitates stronger clutch springs, however, so the hydraulic circuit is air-assisted to reduce pedal effort.

The standard gearbox is a new five-speed constant-mesh unit designed for unit-mounting with the engine. Its forward ratios are 7.243, 4.613, 2.755, 1.69 and 1 to 1, with a reverse ratio of 6.5 to 1. An overdrive ratio of 0.766 to 1, engaged by the main gear lever, can be supplied, as can a crawler bottom gear of 9.31 to 1, which is controlled by a separate lever. Either or both of these additional ratios may be specified.

The overdrive section is installed on the rear of the gearbox, whilst the crawler gear is at the front and forms, in

effect, a second set of constant-mesh gears. Thus, it could take effect on all the other ratios, although it is not recommended for use in this rôle. It can, however, be employed to provide an extra-low reverse ratio of 8.36 to 1. A full torque and a 20-h.p. power take-off may be fitted and can be used while moving.

Hardy Spicer 1700-type propeller shafts drive into new double-reduction axles which work on the same principle as the Albion axle used in the Super Comet but have higher load and torque capacities. The secondary epicyclic gear trains are in the hubs, and have five planet gears and a reduction ratio of 3.46 to 1. Overall axle ratios are changed at the spiral-bevel primary reduction gearing, and the standard overall ratios offered are 7.74, 6.06 and 4.82 to 1.

When a double-drive bogie is fitted the leading driving axle incorporates an air-operated lockable third differential, and the drive from this to the second axle passes through the casing of the leading axle.

Two types of rear-bogie suspension are available. One is a non-reactive four-spring layout, in which the rear ends of the springs on each side are linked by a system of bell-crank levers and tie rods so that the tendency for either axle to lift under braking or driving torque is counteracted by the similar tendency of the other axle to do so also. This arrangement not only gives better braking and tractive adhesion, but should help to improve tyre life.

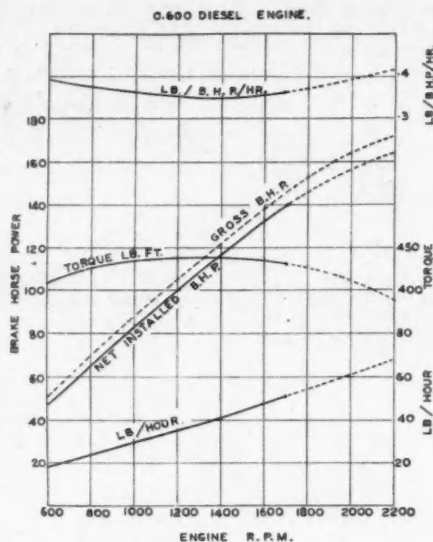
The other suspension system employs two inverted semi-elliptic springs with free ends which rest on the axle spring brackets. The springs are centrally pivoted to the chassis frame on rubber trunnion bushes, and the axles are located by a system of parallel torque rods. This layout is similar to that originally introduced on the Leyland Buffalo heavy-duty six-wheeler and is fully proved.

Power-assisted steering is standard on all models, for which purpose both engines have a hydraulic pump driven from the timing-gear train. Marles cam-and double-roller steering gear carried in a Leyland box and incorporating the control valves for the power ram, is used, and the standard ratio throughout the range is 28.5 to 1, giving  $4\frac{1}{2}$  turns of the steering wheel from lock to lock.

Semi-elliptic springs, 54-in. long, support the front axles of Beaver and Hippo models, whilst the Octopus chassis have similar springs on their leading axles and 48-in.-long springs on the second axles. In all cases telescopic dampers are standard equipment on the front axles.

Air-pressure braking is employed throughout the range, and an innovation is the use of single-pull,

E18



Performance graph of the O.600 Power-Plus engine.

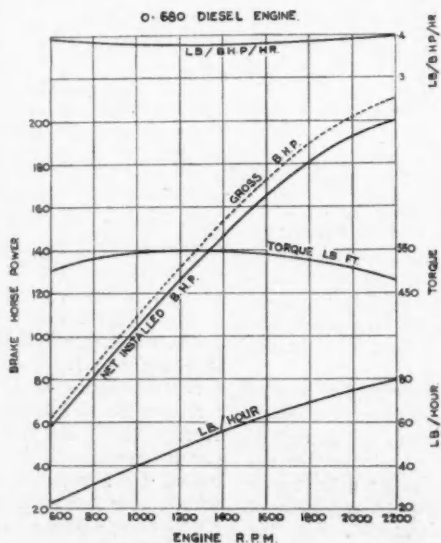
would still comply fully with legal requirements. As a result, all the new models have a single-pull lever which gives a mechanical advantage of 280 to 1, so that in the event of failure of the single diaphragm-type air servo, an effective brake is still available. With the servo in action a 20-lb. pull on the lever is equivalent to 150 lb. without assistance. The servo is controlled by a valve interposed in the rod linkage between the hand-brake lever and the relay cross-shaft, the left end of which shaft is acted on by the servo.

The chassis frames of Beaver models have  $\frac{1}{16}$ -in.-thick side members with a maximum depth of  $9\frac{1}{2}$  in. except in the case of the 17-ft. 6-in.-wheelbase chassis, which has a  $\frac{1}{4}$ -in. frame,  $11\frac{3}{4}$  in. deep. The frames of Hippo 20H, 12R and 20H.13R and Octopus 240.9R and 240.10R models (those with four-spring rear bogies) are  $\frac{1}{2}$  in. thick, with a maximum depth of  $11\frac{1}{2}$  in., whilst the heavier Hippo and Octopus chassis, all of which have two-spring rear bogies, have  $\frac{1}{16}$ -in. frames with a maximum depth of 12 in.

Bolting is used throughout the assembly of all frames. Flitch plates are employed on certain models and, a change from previous practice, a greater number of tubular cross-members is employed.

Ten-stud wheels are used on all models, and the standard tyres on home-market Beavers and Hippos are 10.00-20-in. (14-ply), with 11.00-20-in. (12-ply) equipment on export vehicles. All Octopus chassis have 9.00-20-in. (12-ply) tyres as standard. Beavers and Hippos have B7.5 wheels whilst Octopus chassis have B7.

A new design of two-piece pressed fuel tank, similar to that employed on Comet and Super Comet chassis, has been adopted for the new range. The standard capacity on haulage models is 48 gal., whilst tippers and tractive



The O.680 unit develops 200 b.h.p. (net).

(Continued on page 175)



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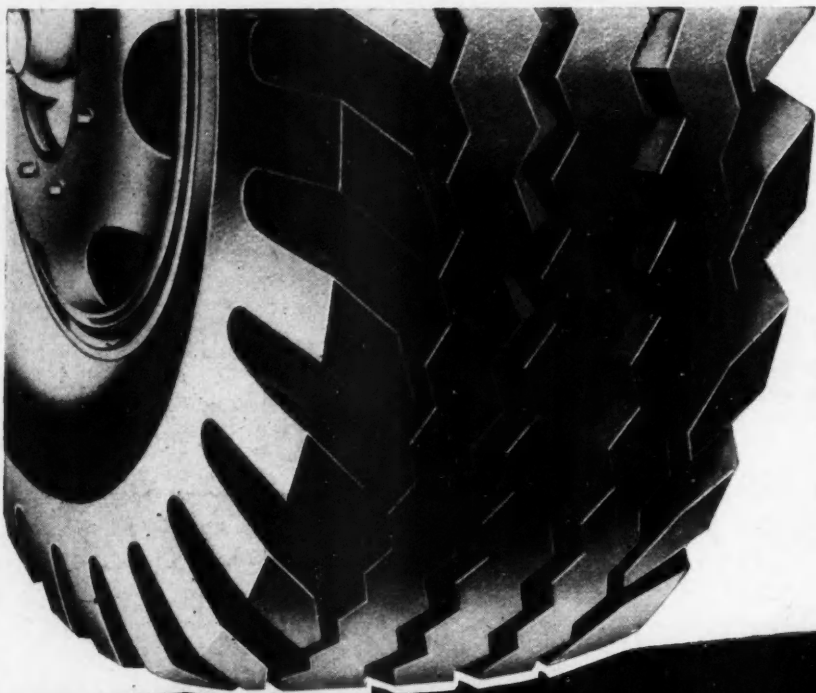
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## *Dual-purpose* **ALL-TRACTION**

For all-round fitment, giving better performance and cutting costs in on-and-off-the road hauling. Deeper tread gives longer non-skid mileage. Tough, rugged shoulder bars give extra traction *off* the road and continuous centre ribs ensure long even wear *on* the road. Tension-Dried Gum-Dipped cord for super-strength body.

# Firestone

## *Best on the road... and off*

## *Dual-purpose* **SUPER MILEAGE LUG**



For rear wheel fitment. Outpulls and outlasts any tyre of its kind. Specially designed dual-purpose non-directional traction tyre for use where off-the-road service is frequent and severe. Power Bite Traction design, with cross grooves, heavy shoulder lugs and circumferential ribbing, gives maximum pulling-power and performance. Tension-Dried Gum-Dipped cord for super-strength body.

### **EXPERIENCE COUNTS**

45 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.

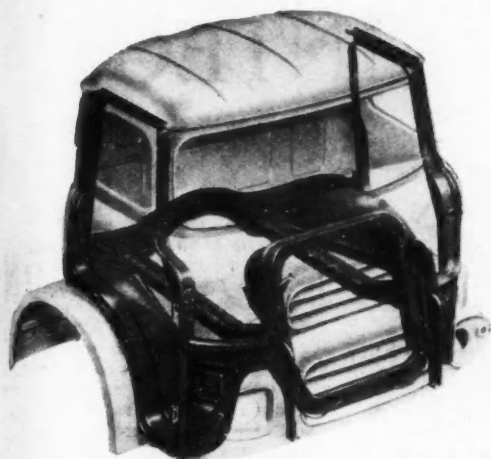


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The new plastics cab offered for the range has moulded panels bonded to the steel framing of the standard all-steel design. This framing includes the one-piece door frame pressings which give rigidity to the assembly.

units have 36-gal. tanks. The electrical equipment is 24v.

The standard cab for the new range is almost identical with that employed on Albion Clydesdale and Chieftain models, having also a number of components common to the Comet and Super Comet cab. It is all-steel, with entrance steps ahead of the front wheels.

A plastics-panelled version of this cab, identical in appearance but weighing 2 cwt. less, is offered for the first time. The moulded reinforced plastics panels, which include the roof, front and rear assemblies, doors and wings, are resin-bonded to the main frame members used in the all-steel version. These members include the deep-drawn, one-piece door frames, giving maximum rigidity.

Each cab can be equipped with a fresh-air heating and demisting system, whilst provision is made also for the installation of radio, sun visor and flashing indicators. The underside of the cab and front wings and the interior of the door panels are given weather-sealing treatment during manufacture, and a front bumper bar is standard equipment.

## Power-Plus O.400 Engine

THE new O.400 Power-Plus engine for use in the Super Comet models has a capacity of 6.54 litres, the bore being 107.19 mm. and stroke 120.65 mm. Gross and net power outputs of 131 b.h.p. and 125 b.h.p. at 2,400 r.p.m. are quoted, whilst the net torque output is 300 lb.-ft. at 1,600 r.p.m.

The engine differs in several respects from the O.375 unit which it replaces in the Super Comet. Not least of the differences is the use of Spheroidal combustion chambers in the piston crowns, Laystall Chromard thin-wall cylinder liners, and inlet and exhaust manifolds located on opposite sides of the cylinder head.

Another small but significant change is that parallel-faced piston rings are employed, as opposed to the wedge-section rings used in other Leyland engines. The wedge form was originally intended to prevent the rings sticking in their grooves, but modern detergent oils avoid this trouble, so dispensing with the need for rings of special section.

The fuel-injection pump is a Simms Mini in-line unit, and Leyland four-hole injectors are employed. The injection

pump has a mechanical governor. Possible distortion of the cylinder head and gasket has been overcome by the use of five studs and a bolt equally spaced around each bore.

## Worldmaster+Atlantean=Lion

A WORLDMASTER chassis with an Atlantean rear end forms the basis of the new Lion passenger vehicle. Its layout is similar to that of foreign vehicles which have proved popular with coach operators, in that the underfloor space between the axles can be used for luggage accommodation.

The Lion has a wheelbase of 20 ft., making it suitable for 34-ft.-long bodywork, and is available with left- or right-hand drive. The standard chassis has the O.600 Power-Plus engine rated at 140 b.h.p., but the O.680 210-b.h.p. unit can be fitted, and this will be seen in the Show exhibit, which is afterwards to be shipped to Highway Products, Ltd., Ohio, U.S.A.

As with the Atlantean, the power unit is mounted transversely in unit with a Pneumo-Cyclic four-speed semi-automatic gearbox and angle-drive box. The power pack is mounted in a detachable sub-frame which bolts to the rear frame extensions and to additional cranked channel members. The frame side members are reinforced with channel sections between the axles, whilst there are nine cross-members, eight of which have adjacent outriggers.

On standard 11.00-20-in. (12-ply) tyres the frame height is 34 in. Semi-elliptic springs are standard equipment at both axles, with telescopic dampers at the front, but a leaf-air suspension system may be specified for the front axle. The S-cam air-operated brakes have a total lining area of 702 sq. in., and Leyland worm-and-nut steering gear is employed.

A new form of air filtration has been developed as optional equipment for this vehicle to combat the heavy dust pollution which prevails on unsurfaced roads overseas. Air is drawn in at the front of the vehicle at roof level and is ducted through the roof and out at the rear above the engine compartment. The air is then drawn into a multi-element cyclone filter with more than 300 individual filter units, and this precipitates the finer dust particles into an underslung hopper. Thus only clean air is drawn into the engine compartment, for both cooling and breathing.

Like the Atlantean, the Lion can have an external engine compartment or one incorporated in the body rear styling to give a smooth line. For the former layout there is a plastics cowl incorporating faired fins with prominent rear lights and direction indicators. The Lion chassis has an unladen weight of 5 tons 19 cwt., and its gross weight rating is 13½ tons.

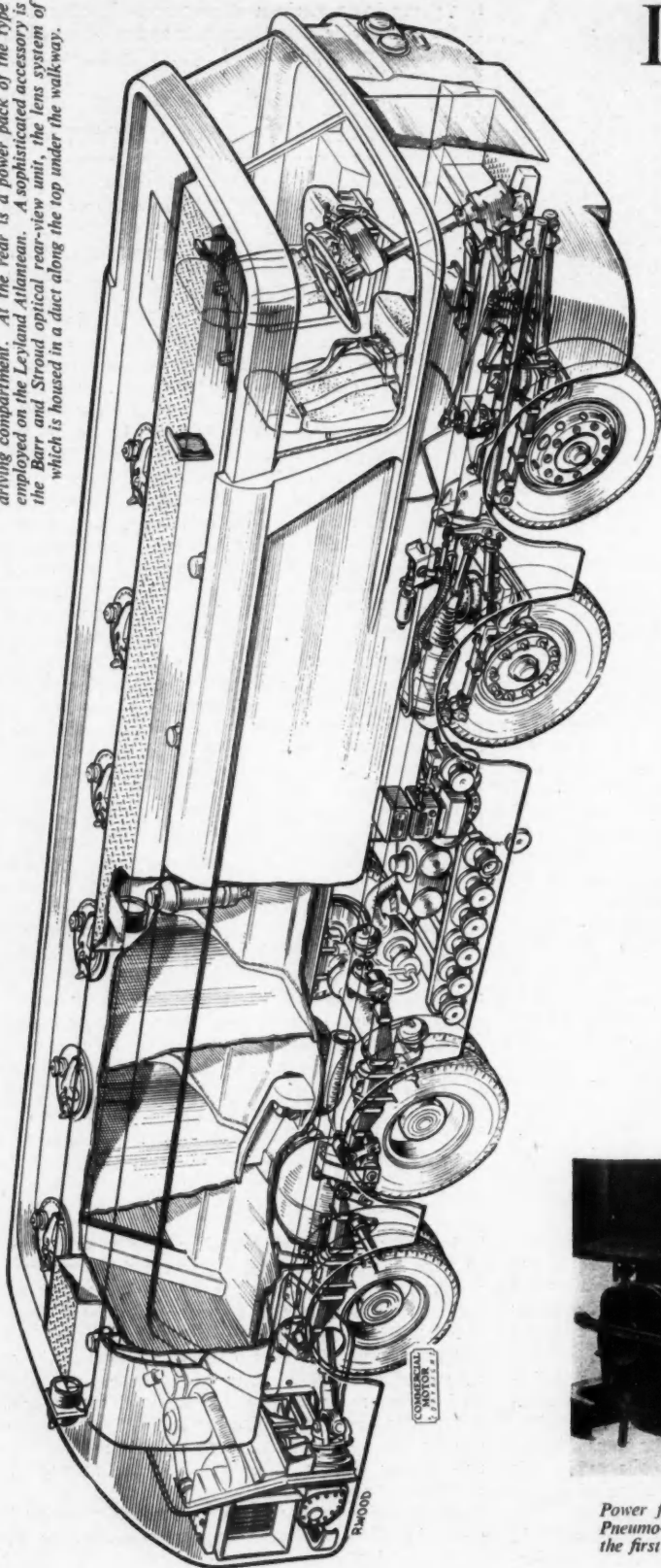
★

THE new Leyland O.400 oil engine described on this page has been adopted as the standard power unit in a new series of Albion Reiver 6 x 4 and 6 x 2 chassis. A form of the non-reactive bogie has also been developed. The O.400 is to be used in the Clydesdale range.

A change has also been made with regard to the specification of Albion Nimbus and Claymore underfloor-engined passenger and goods chassis. These models are in future to be equipped with the standard Albion five-speed constant-mesh gearbox as used in Chieftain, Clydesdale and Reiver chassis. This replaces the four-speed unit previously employed.

An exclusive road-test report of one of the new Reiver chassis will be published in next week's issue of *The Commercial Motor*.

This exclusive drawing of the Thompson Europa tanker shows the layout of the major components and the modern styling of the driving compartment. At the rear is a power pack of the type employed on the Leyland Atlantean. A sophisticated accessory is the Berr and Stroud optical rear-view unit, the lens system of which is housed in a duct along the top under the walkway.



## INTEGRAL

**C**APABLE of carrying 4,000 gal. of any liquid with a specific gravity of up to 0.847, a rear-engine maximum-load eight-wheeled tanker of light-alloy integral construction will be one of the most outstanding Commercial Motor Show exhibits.

Known as the Europa and built by Thompson Bros. (Bilston), Ltd., Bilston, Staffs, in conjunction with Leyland Motors, Ltd., for the B.P. company, the tanker is designed to provide a high degree of stability at its maximum speed of 45 m.p.h.

The use of Dunlop leaf-air springs on the two steering axles has overcome steering and suspension difficulties that might have arisen from the distribution of weight with a rear-engined layout. Ease of handling is enhanced by Westinghouse air-pressure-assisted steering.

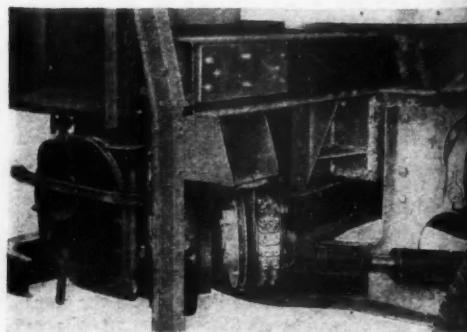
### Entry Through Centre

The makers state that the vehicle is stronger and lighter than conventional tankers of equivalent capacity. A novel feature of the cab is that entry into it is through a hatch in the middle of the front panel. Sliding side windows and a roof hatch are available as emergency exits.

A wrap-round windscreen with a thin centre pillar gives a wide range of vision. The Chapman adjustable aircraft-type seats are fitted with Delaney Gallaghair safety harnesses.

Other details include high-power wipers and large-capacity washers, heating and ventilating equipment and an optical rear-view system. In conformity with B.P. practice, the Compagnie de l'Esthétique Industrielle were employed as styling consultants.

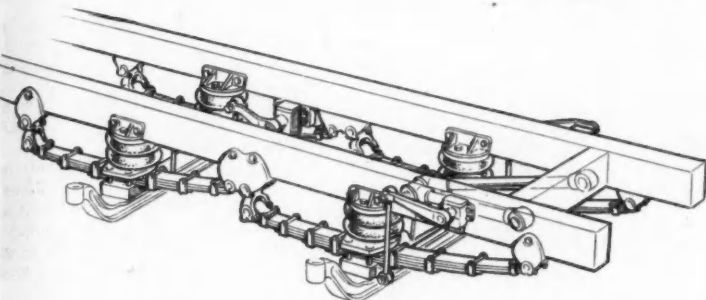
The vehicle is equipped with a Leyland power pack similar to that of the Atlantean. This is designed for easy removal for overhauls or replacement. Of the new Leyland Power-Plus type (described on pages 172-175), the engine develops 200 b.h.p. (net) at 2,200 r.p.m. and 548 lb.-ft. torque at 1,200 r.p.m.



Power from the engine is transmitted through a Leyland Pneumo-Cyclic four-speed gearbox to the second rear axle, the first being of the trailing type. This picture shows the gearbox and output shaft.

# CRANKER BY THOMPSON

## Many Advanced Features Combined in Specially Built Rear-engined Outfit for High-speed Operation



Shackles of the front leaf springs are fitted to brackets bolted to the main runners of the tank structure. A two-convolute bellows is above each spring inboard of the leaf centre line. Radius arms on the first axle counter braking torque reaction.

Fuel is supplied from a 36-gal. tank on the near side of the vehicle. There is also the hydraulic fluid of the hydrostatic-drive system of the pumping equipment.

Power is transmitted through a Leyland Pneumo-Cyclic four-speed gearbox (giving two-pedal control) to the second rear axle, the first axle being of the trailing type.

An Eaton two-speed driving axle is employed to give an overdrive-top gear for use on return runs with an empty tank. The overall final-drive ratios, including the angle-drive gears, are 5.55 and 7.6 to 1.

Air-pressure braking is applied to the first front axle and to both rear axles, whilst the hand brake is assisted by air pressure.

The shackles of the front leaf springs are fitted to underslung brackets bolted to the main longitudinal box-section runners of the integral tank structure.

A 10-in. two-convolute bellows is fitted above each leaf spring in line with the beam axle for ease of inboard of the leaf centre line. Although the front and rear bellows are of the same diameter, the static height of the bellows of the first axle is 5½ in., compared with a static height of 6½ in. for the bellows of the second axle.

The effective area of the forward bellows is therefore greater than the area of the bellows of the second axle, and the springs can accommodate the higher load without an increase in pressure.

A single levelling valve is employed to obviate diagonal loading, and this is fitted to the front of the first axle on the near side. The arm is connected to a plate under the rear leaf spring, which is also used for mounting

the shock-absorber arm. Armstrong lever-type dampers are employed on all axles.

To counter braking torque reaction, the first front axle is equipped with radius arms. These are anchored to the centre of the axle and linked to brackets on the frame runners adjacent to the mountings of a channel-section cross-member at the front. Metalastik flexible bushes are used throughout.

A cylindrical surge tank is provided for each suspension system. The connecting pipe is equipped with an isolator valve to stabilize pressure variations between the two tanks. The tanks are mounted longitudinally between the axles, whilst the reservoir is in the cab.

It is believed that the suspension represents the first application of air springs to the twin steering axles of a multi-wheeled vehicle, and, as expected, a number of difficulties had to be overcome to match the combined characteristics of the leaf springs and air bellows to load requirements.

The first front axle has asymmetric leaf springs. These give a beam location 3 ft. from the front spring eye and 2 ft. 2 in. from the rear eye, the total spring length being 5 ft. 2 in. The beam of the second axle is arranged symmetrically in the centre of 4-ft. 4-in. springs.

Of the oscillating-beam type, the rear suspension is based on leaf springs with a length of 4 ft. The hanger brackets are outriggered from the runners. Michelin Metallic C.20 tyres are fitted.

### Argonarc Welded

Built of NS 6 5/32-in.-thick aluminium alloy, the basic six-compartment integral structure is argonarc welded throughout. An extremely rigid layout is provided by welded-in box-section runners at the top and bottom of the structure on both sides. These are braced internally by box-sectioned stiffeners welded to the compartment divisions. The main loads are not therefore transmitted to the panels of the tank.

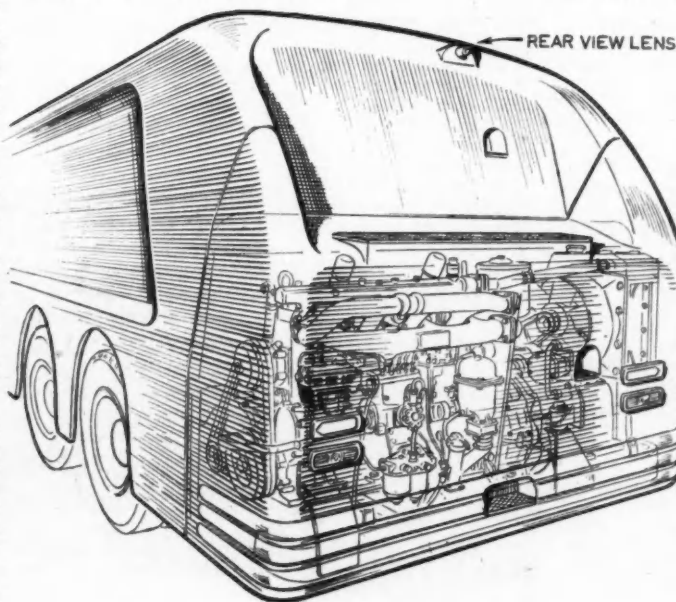
Lower runners of the structure are extended forward to support the cab and the forward shackles of the first front axle, and extensions to the rear of the structure are employed for mounting the engine cover.

Approximate depth of the runners is 8 in., but the depth of the lower runners is increased to 10 in. over the driving axle. The engine-mounting brackets are underslung from these sections.

The shape of the tank is designed to eliminate the need for cleansing rings and give full drainage of the liquid. The minimum angle of the sides and ends is 10 degrees.

The shape of the lower part of the structure is in the form of a shallow trough and the main runners are blended to the trough sides on the inside to simplify construction and enhance rigidity.

Four cross-bracing members of similar trough form are employed to stiffen the structure torsionally. A flitch plate is



The disposition of the Leyland engine is shown in this drawing of the rear of the Europa. The installation is designed for easy overhaul.



welded to the runners on each side to cover the joints between the two sections, and the outer flange members of the bearers are plug welded as well as continuously welded in line with the division plates of the tank.

Access to shackle bracket bolts is provided by apertures on the inside of the runners. These are locally stiffened by welded-in steel liners. Zinc-chromate paint is applied to the mating surfaces of the two metals to obviate the possibility of corrosion.

### Resistance to Bending

At a number of points of increased stress concentration, aluminium distance pieces are inserted in the runners to increase resistance to bending. An example is the section of the off-side runner on which the steering box is mounted.

Front anchorage for the lower runners is provided by two light-alloy tapered box-section members which form the pillars of the driver's entrance hatch, whilst the main structure is extended at the top to form the cab roof. The cab structure is further stiffened by a box-section waist rail, and is internally lined with pleasant upholstered aluminium panelling.

External panelling is formed by a one-piece glass-fibre moulding impregnated with epoxy resin. Plastics mouldings are also used for the side panels below waist level and the engine cover. Side areas of the tank are finished in B.P.



*Driver comfort and safety have been specially studied in the Europa's design. The Chapman adjustable seats in the cab are of aircraft style and have Delaney Gally harnesses.*

Specially designed for the vehicle, the Barr and Stroud optical rear-view unit supplements conventional driving mirrors and gives a 40° cone of sight to 3° above the horizon and to within 8 ft. of the rear of the vehicle at ground level.

A special duct is built along the top of the vehicle under the walkway to house the lens system, to which the view is relayed through prisms. At the front of the duct the image is received by a graticulated screen, with 6 in. lateral head freedom, and reflected on an adjustable 6-in. diameter driving mirror which is mounted in the normal position.

The instrument panel is illuminated by an Electro luminescence cold-light system supplied by Thorn Electrical Industries, Ltd. This is of the type developed for aircraft to eliminate glare and reflection. Current consumption is negligible.

Heating and ventilating equipment is of the Smiths twin-unit type. The pipes are carried between the double skin of the cab.

Liquid-handling equipment comprises an Avery Hardoll meter and bottom-loading system with quick-acting couplings, and a Goodyear 150-g.p.m. pump. A filter and air separator are also of Avery Hardoll manufacture. Safety features include an engine exhaust system with a centrifugal flame trap.

green, white and yellow livery. Fireproof bulkheads at the front and rear are based on an angle-section light-alloy framework.

The vehicle has a wheelbase of 16 ft. 10 in., front and rear tracks are 6 ft. 1½ in. and 5 ft. 11½ in. respectively, and the overall length is 29 ft. 11 in. The height is 8 ft. 4 in., and the width 7 ft. 10½ in.

## B.M.C. Take Tuition to the Dealer

THE first six of a fleet of new mobile service training units are introduced today by B.M.C. Service, Ltd. Six more are on order. They are based on B.M.C. long-wheelbase coach chassis with a 2-ft. 1-in. extension, giving a wheelbase of 17 ft. 1 in. and an overall length of 30 ft. The vehicles are 8 ft. wide and 9 ft. 9 in. high. They have B.M.C. 5.1-litre oil engines.

The mobile schools are intended primarily for the instruction of dealers' staff. Apart from three permanent schools in England, there are establishments in Australia, South Africa, Ghana, Canada and the U.S.A. where distributors' employees are instructed. Restrictions on accommodation prevent the acceptance of dealers' staff at these schools, and the mobile units will help to make good the deficiency.

Marshall Motor Bodies, Ltd., Cambridge, built the bodies of the six vehicles, which have five-speed gearboxes, Eaton two-speed axles and air brakes.

A bulkhead with a sliding door separates the spacious cab from the instruction room. Behind the driver's adjustable seat is a bench seat for three people, with another bucket seat beside the driver. Heating and ventilating equipment and radio apparatus are fitted in the cab.

There is a 2-in. lining of resin-bonded insulation between the inner and outer skins of the body.

The school section of the body is 17 ft. 6 in. long and 7 ft. 2 in. wide. It is entered by double doors at the side, with external steps. There are large side windows and a rear window identical to the wide wrap-round windscreen.

Equipment includes a Merlin Calimaster for calibrating fuel pumps of oil engines and a Crypton Motormaster tester for petrol engines. Service tools are mounted on boards which clip to the sides of the vehicle during training, but are stored in lockers below the floor in transit. Each locker has a light with a time switch.

The Calimaster, strip lighting and Frigidaire air-conditioning unit operate from mains supplies, but emergency lighting is provided from the battery. Other equipment includes a film projector.

In the first place the mobile schools will operate in Britain, but later the service will be extended overseas. Two instructors will be assigned to each vehicle.



*This is the first of six Marshall-bodied vehicles based on B.M.C. coach chassis which are to be used for the instruction of B.M.C. dealers' staffs at home and overseas.*



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*range of  
forward control vehicles....*



Important new features :  
Low cab entrance level and walk-through design — better engine accessibility — greatly improved weight distribution — increased load-carrying area — remarkable braking efficiency.

***Normand***

On the new  
TK Forward Control  
BEDFORDS...

# MICHELIN 'X' RADIAL TYRES

are standard or standard optional



Michelin 'X' tyres have a braced tread (2) to resist tread distortions. Hence there is no shuffling, so that tread wear is reduced and grip and traction are increased.

Michelin 'X' tyres have a one-ply casing made of steel cords laid radially (1) instead of criss-cross. With only one ply, instead of the 10 to 14 in ordinary tyres, there is no inter-ply movement to generate heat and, of course, flexibility is increased.

# An American Looks at M1

SO long as M1 does not become integrated with any urban road system, it will be a fine start to a new national network. M1 appeared to me, on my recent visit to Britain, to be more like the German autobahns than the American freeways in that it is designed to serve traffic running between areas of the country rather than into and through cities.

America is already learning that some of its freeways will soon be carrying heavy volumes of purely local city traffic, rather than high-speed long-distance traffic for which they were originally designed.

British operators should not experience tyre problems if they choose the proper equipment for motorway work. One of our manufacturers has produced two new tubeless tyres to replace 20-in. and 22-in. covers of conventional type. Their sizes are 11-22.5-in. and 11-24.5-in.

## Average of 180° F.

The smaller tyre, loaded to its rated capacity of 4,880 lb. at recommended pressure, runs at an average temperature of 180° F. at a sustained 75 m.p.h. This is under normal climatic conditions. In desert country its temperature would reach 250° F., but even this is well below the point, 380° F., at which nylon begins to break down.

It would therefore appear that suitable tyre equipment for the British operator can be provided. A valuable accessory is a thermometer to indicate any undue rise in tyre temperature. Its value greatly exceeds its cost.

A tyre fire, should it occur, is extremely hard to put out. The only sure way is to immerse the tyre completely in earth or water. Merely to put out obvious flames or smouldering is not enough, for the fire would recur once the temperature built up again to the point of spontaneous combustion.

Among the acute problems which face American operators is that of brakes. This is particularly critical in mountainous country, and the police will stop any vehicle the brakes of which show the slightest sign of smoking. Devices such as water coolers and exhaust brakes have been tried, but only exhaust brakes seem to be acceptable, as other equipment is too heavy. Disc brakes would appear to be ideal for American conditions.

Although American law requires that front-wheel brakes be fitted, in actual practice drivers and operators slacken off the adjusters so that the

*Multi-ratio Gearboxes, as Generally Employed in the U.S.A., Recommended for British High-speed Lorries*

**By Bryan A. Parker**

brakes are inoperative on wet and icy roads. Front-wheel braking at high speed is dangerous.

In very low temperatures, the tensile strength of steel drops and fifth-wheel couplings have been known to fail. Lubricants have to withstand extremes of temperature. Tyres lose traction in cold weather to the extent of 15 per cent. at minus 20° F.

With high-speed operation it is difficult to arrive at an economic power rating which will enable fast average speeds to be maintained without excessive fuel consumption. I observed M1 traffic at a spot about 25 miles south of Rugby, about halfway up a gradient approximately a third of a mile long. It seemed that those vehicles which passed me had only a main gearbox, because the engine speed could be heard to fall off rapidly at the gradient.

It seemed that engines were labouring before a lower ratio could be selected, and that the gearbox ratios were therefore too widely separated. In the United States the practice is to install 10- or 12-speed gearboxes. In general, the gear splits are at approximately 250-300 r.p.m., and vehicles so equipped are able to maintain high average speeds and climb gradients quickly, thus reducing the nuisance of slow-moving traffic hindering normal flow.

## Long Engine Life

Over the years it has been shown that such vehicles have a long engine life and good fuel economy because the engines always operate well within their most efficient torque-h.p. range.

Slow overtaking on express highways is intolerable, and in California there is a law which states that there must be a difference of at least 11 m.p.h. between an overtaking vehicle and the one it is passing, whilst the complete manoeuvre must be completed in no more than 1,320 ft.

Great importance is attached to cab comfort in the U.S.A., together with the adequacy of rear-view mirrors, the standard size of which is 1 ft. 3 in. by 5 in. Efficient heaters are also common. The British practice of

driving on side lights only would invite immediate arrest in America. I thought that the side and rear lights of British vehicles were inadequate, and that lamps should be fitted to each corner of a vehicle.

Drivers in big American companies are required to stop every 100 miles to check oil and water levels, tyre pressures, ropes, and trailer and pneumatic brake couplings. Every goods vehicle is required to carry certain safety equipment including a fire extinguisher, spare bulbs and fuses, hand tools and warning devices for use when stationary in an emergency.

These consist of red magnesium flares which burn for 20 minutes, paraffin flare pots or reflectors. Three warning signs are required, one to be placed 100 ft. ahead of the disabled vehicle, another 100 ft. behind and the third 10 ft. from the vehicle and 3 ft. to the off side.

## Drivers Must be Fit

High-speed driving requires men with special training, and in good physical condition. The Interstate Commerce Commission have set minimum standards of vision, hearing and general fitness to which all drivers must conform, and all bus and lorry drivers must pass a medical examination at least every three years. Certificates are issued to them and they must always be carried.

Travel fatigue becomes critical at speeds above 60 m.p.h. and insurance companies' records show that serious accidents frequently occur on straight stretches of road. The generally adopted 50 m.p.h. speed limit has been arrived at after many years of study. Several companies have their own patrol cars which report on any driver's violation of speed limits, and other malpractices.

Most American vehicles have both road-speed and engine-speed recorders. These are regarded as safeguards for both employer and employee. Drivers and their unions favour them as men are paid from charts, and the information they provide is accepted as evidence whenever necessary in courts of law. The charts are also useful to maintenance engineers as they record up to 1m. miles and 999m. engine revolutions.

From my conversations with several British lorry drivers, I gathered that most seemed to think that two-speed axles were acceptable, but they were not keen about multi-ratio transmission systems with two gear levers to operate.

## Clutch Operation by Air

NEW drum brakes, a fully automatic clutch system, an air-servo braking unit and a fuel-water separator are to be exhibited by the Automotive Products Co., Ltd., and their associated companies at the Commercial Motor Show.

Providing fully automatic clutch operation when a vehicle is starting from rest, the Autoclutch system is an addition to the range of units produced by Borg and Beck Co., Ltd. The system is used with the standard clutch in vehicles having synchromesh gearboxes.

Connected to the clutch operating lever, a diaphragm-type servo is worked by compressed air or vacuum and is con-

vehicle is parked, so that the engine acts as a brake if a gear is engaged.

Produced by the Lockheed Hydraulic Brake Co., Ltd., a new air-servo braking unit is known as the Air Pak. It caters for gross vehicle weights of up to 24 tons and is similar both in design and output to the Lockheed Hydrovac.

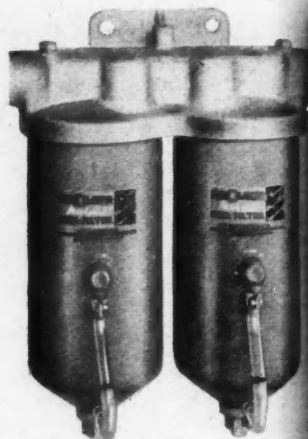
The Air Pak is integral with an auxiliary reservoir, which has sufficient capacity for emergency conditions and eliminates the necessity of a separate container.

Air is fed to the operating side of the power piston from a compressor that can also supply other air-actuated equipment. Designed to facilitate integral mounting with the unloader valve, the unit also provides for pipe connection to the valve.

Novel drum brakes to be shown by the company include a 13-in. by 3-in. front brake and a 13-in. by 2½-in. rear brake. The front brake is of the two-leading-shoe type and normal lining thickness is ¼ in.

Linings of ½-in. thickness are available for arduous work. Basically similar to established types in the Lockheed range, the rear brake is worked by a transverse cylinder which incorporates the operating mechanism for the hand brake.

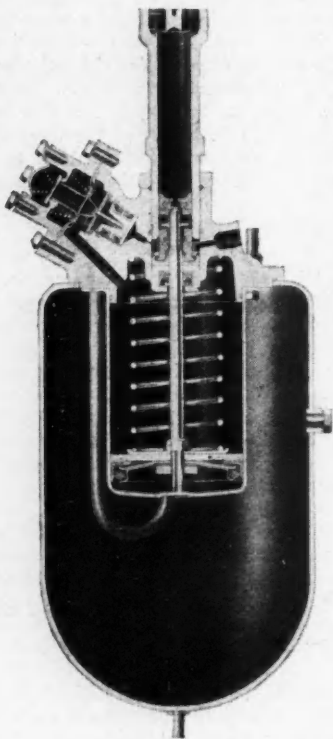
Particularly suited to arduous conditions overseas, a new Purolator fuel-



The new Purolator fuel-water separator is designed for vehicles operating overseas. It has a capacity of 50 g.p.h.

water separator has been produced by Automotive Products Co., Ltd. It is designed to combat heavy moisture condensation in vehicle fuel tanks. The filter will extract water droplets and emulsions of water to within five parts in one million.

The unit to be displayed at Earls Court has a capacity of 50 g.p.h. Smaller models with capacities from 5 g.p.h. will be available in the near future.



Suitable for vehicles with gross weights of up to 24 tons, the Lockheed Air Pak is a new air-servo unit which is produced in a capacity range giving output characteristics comparable with those of existing Hydrovac vacuum-type units.

trolled by two valves. One is actuated by a belt-driven governor and the other by the gear lever. The governor valve gives automatic engagement when starting, whilst the gear-lever valve is operated during gear-changing.

An auxiliary control unit is incorporated in the system to ensure that clutch operation is smooth and progressive. This comprises a series of closely grouped valves, which prevent harsh application of the operating medium.

A safety device is fitted which obviates disengagement of the clutch when the

r28

## Public Cleansing is Costing More

COSTING returns for 1958-59, published by the Ministry of Housing and Local Government this week, revealed that the average net cost per ton for the collection and disposal of refuse has increased to £2 16s. 6d., compared with £2 15s. 11d. for the previous year.

Of the total expenditure shown in these returns, 53 per cent. is attributable to labour and 34 per cent. to transport. Included in the transport costs are running and maintenance costs, wages of drivers and mechanics and all revenue charges, including loan charges, relating to renewals and provision of new vehicles.

A distinction is made in these returns between authorities that weigh 80 per cent. or more of their refuse and the remainder. Segregation of costs in this former group shows that the proportion allocated to transport for collection amounted to 19s. 8d. per ton compared with 19s. 2d. the previous year. The cost of disposal, however, remains the same at 3s. 2d. per ton.

Indicative of the tendency to over-estimate tonnages and so obscure the true unit cost, the corresponding estimate for those authorities which weigh less than 80 per cent. of their refuse is given as 14s. 6d. a ton for collection and 1s. 4d. a ton for disposal.

The cost of collection and disposal of house and trade refuse in county boroughs for the year totalled

£12,020,380, of which 34 per cent. was attributable to transport. Gross cost per ton for the transport of this refuse averaged 18s. 4d. This latter figure is further broken down to 17s. 9d. per ton at seaside holiday resorts, 15s. 5d. per ton in coal-mining towns and 18s. 8d. per ton in the remaining county boroughs.

Costings for the Metropolitan boroughs, serving a population of 3,225,000, reveal that the total expenditure on collection and delivery amounted to £4,073,219, whilst the gross cost per ton for transport was £1 5s. 2d.

In the non-county boroughs, with an estimated population of 9,193,612, total expenditure amounted to £7,636,558. The average cost of transport for the whole of the non-county boroughs was 16s. 8d. per ton, but only 12s. 10d. per ton in the coal-mining towns. The percentage of total gross expenditure incurred by transport was 33.

In the urban districts the gross cost per ton for transport was 13s. 6d., whilst the percentage of total expenditure remained at 33.

In the county boroughs, £363,563 was spent in 1958-59 on transport in connection with street gully cleansing and £926,474 on street sweeping and watering. In this group 18,249 miles of streets were cleaned at a net cost per street mile of £217. In the Metropolitan boroughs 2,422 miles of streets were cleaned at a cost of £816 per mile.





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**A** LOW-LOADING cranked-frame semi-trailer with independent rubber suspension, and a straight-frame semi-trailer with twin in-line axles, will be the main exhibits of Charles Pitt (Barton Stacey), Ltd., at the Commercial Motor Show at Earls Court.

Pitt are well known for their industrial and agricultural trailers, but have only recently embarked upon the production of semi-trailers. The concern are taking part in a Commercial Motor Show for the first time. The ingenuity apparent in the units shown should stand the company in good stead for the specialized market which they intend to serve.

The 6-ton cranked-frame semi-trailer with rubber suspension is named the So-Lo and is primarily designed as the basis of a van. The trailing-arm suspension layout for the single wheels makes the least possible encroachment on well space, whilst the progressive characteristics of the rubber springs provide good roll resistance and a well-sprung unladen ride.

### Welded Stub Axles

Each stub axle is welded to the centre of an 8-in.-deep and 2-in.-wide forged-steel trailing arm. Ahead of the wheel, which carries an 11.00-20-in. (14-ply) tyre, the arm is pivoted, through a large phosphor-bronze bush, on a bracket attached to an outrigger on the main rolled-steel chassis longitudinal.

At the rear, each trailing arm is turned through 90 degrees to end in a flat tongue which enters a slot in a vertical tubular pillar mounted directly behind the wheel. Inside the pillar, above and below the tongue, are Aeon rubber springs. The top spring, which reacts to upward wheel movement, is a three-convolution type, whilst the lower Aeon rubber, which accommodates rebound forces, has a lower load capacity and only two bellows.

The upper spring abuts against a hinged flap covering the top of the pillar. The position of this flap can be changed by releasing or taking up two locknuts. This alters the characteristics of the suspension to suit conditions of loading by varying the static stressing of the springs.

### Adjustable Suspension

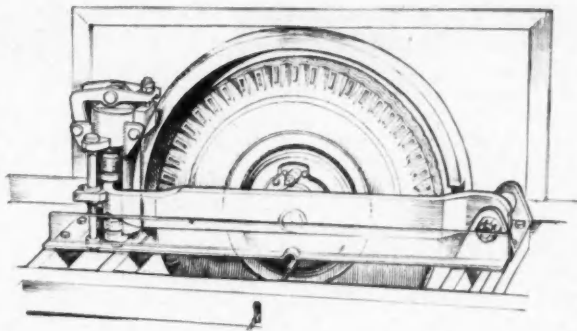
The adjustment can be carried out by the driver, the flap being screwed down for fully laden running and eased off, to soften the suspension action, when the load is removed.

Rear location for the trailing arms is provided by rubber-mounted bobbins attached to brackets on them which slide up and down steel columns.

On the suspension fitted to the semi-trailer to be exhibited, the only components requiring lubrication are the forward pivots for the trailing arms and the wheel hubs. If required, Pitt can fit self-lubricating bearings in the pivots to reduce maintenance still further.

The suspension of the So-Lo semi-trailer provides only 2½ in. overall deflection at the stub axles, but, because of the progressive characteristics of the rubber springs, this is quite adequate.

*Pitt trailing-arm rubber suspension is fitted to a cranked-frame semi-trailer for pantechonicon bodywork. Two Aeon springs are housed in the tubular pillar at the rear.*



## Rubber Suspension and In-line Bogie by Pitt

Apart from the suspension, the So-Lo design is of conventional construction with a frame made up of rolled-steel channel-section longitudinals and tubular cross-members. It is an all-welded fabrication and is fitted with a Scammell automatic coupling forecarriage and Girling centre-pull brakes working on 3½-in.-wide shoes in 15½-in.-diameter brake drums.

Although this is the first production application of rubber suspension carried

surrounding cradle on two taper-roller bearings.

A similar pivoting block at the rear embraces the flat trailing ends of the springs which slide on detachable steel slipper plates incorporated in it. Each pivot assembly is substantially braced by a box-section beam dropped at an angle from the underside of the chassis frame.

The stub axles carry eight-stud hubs and 9.00-20 in. (12-ply) tyres. Brake-drum diameter is 15½ in., and the linings are 5 in. wide. The centre-pull-type Girling brake units (used on all Pitt models) are actuated by Clayton Dewandre vacuum servos.

### Novel Flooring

The chassis frame is of welded construction and consists of rolled-steel channel-section longitudinals and cross-members. The channel-section side rails are outriggered to an overall width of 7 ft. 6 in. and their upper flanges are raised above the main longitudinals to permit a novel method of flooring. The transverse boards are wedged into place by tapered blocks screwed to the rails.

A proprietary fifth-wheel coupling is fitted but the retractable landing gear is a special Pitt design. The widely spaced legs, each fitted with twin cast wheels, fold rearwards when retracted by a central worm-and-screw mechanism. The screw gear does not receive any of the forces arising from shock loads on the legs when the semi-trailer is picked up and dropped.

Such loads are carried by wheels attached to the angled landing-gear supports, which run in tracks formed by the semi-trailer's normal sub-frame. The landing-gear legs have four alternative mounting points which permit their height to be adjusted so that the semi-trailer can be matched closely to different tractors.

The semi-trailer shown will be suitable for a platform body 23 ft. 6 in. long and 7 ft. 6 in. wide, but it will be only half-decked to expose the underfloor Thompson winch. Pitt will also show the rubber suspension unit, as fitted to the So-Lo trailer, and an in-line bogie as separate exhibits.

### Pitt Show Promise with First Semi-trailer Designs: Cranked-frame Model with Independent Rubber Suspension and In-line-axle Bogie to be Seen at Earls Court

out by Pitt, its success on six similar units already in service has led to further design studies with other axle layouts, all using Aeon rubber springs.

Projected designs include tandem-axle bogies with independently suspended wheels (with and without inter-axle compensation), detachable rubber-sprung axles for machinery carriers and single, straight-through axle applications.

Life of the rubber springs in the So-Lo suspension is expected to be greater than that of similar units used only as helper springs, the rubber having a better fatigue life when used constantly than when employed intermittently.

It is estimated that the springs should give some 70,000-80,000 miles before replacement. If they do fail, the vehicle is not immobilized, as the bellows merely collapse to give a harder but not unacceptable ride. Replacement is simple and relatively inexpensive.

Pitt's other design for the Show is a 12-ton straight-frame semi-trailer fitted with their own in-line-axle bogie. Each stub axle is supported on short laminated leaf springs mounted above and below its centre. The forward spring eyes pivot on Metalastik rubber bushes mounted in a fabricated box which, with stub-axle oscillation, swings within a



*Political Commentary***By JANUS**

# BLACK SHEEP

**W**HAT proportion of road goods traffic is being carried illegally can hardly even be estimated. The number of successful prosecutions merely shows what a fairly small enforcement staff and the police have been able to detect and bring to book. The complaints of established operators, and the occasional comments of such people as Licensing Authorities, are evidence of a vast number of offences of which the people whose task it is to maintain the law are unaware, or upon which they have neither the time nor the manpower to check.

The legislators cannot have overlooked the fact that there would be temptations to break the law. There would be no purpose in restricting entry into an industry unless a good many people outside were anxious to get in. Sometimes they seek or do not resist the opportunity to jump over the wall. Any one of a number of reasons may explain why a man carries goods without holding a proper licence. He may not even be aware that a licence is required, and this is sometimes accepted as a reasonable excuse. He may have bought a lorry in advance, on the mistaken assumption that this would weigh in his favour in the traffic court. When he is disillusioned, he will often test the possibilities of using the vehicle without the blessing of the Licensing Authority.

One suspects that for the most part the offender knows very well what he is doing. He believes, with a great deal of truth, that the law will have great difficulty in catching him. If after a while he is unlucky enough to be caught, he is prepared to pay a relatively small fine and to continue his unlawful activities unperturbed. He classifies unlicensed operation with certain motoring offences that the public refuse to regard as serious illegalities. In itself, in fact, it presents no threat to public safety; but it does so happen that the man who breaks the law by holding no licence is likely to offend in other ways, by ignoring speed limits, standards of vehicle maintenance and the regulations governing hours and wages.

### Attitudes Differ

The established operators naturally all have the same general opinion of the illegal haulier, but the opinion varies in intensity from one operator to another. Some are inveterate in their enmity and would like to see the full penalty inflicted for any infringement of the law, however slight. Others, while they are not prepared to condone, see no need to protest unless there is abstraction of traffic from an established carrier.

The difference in attitude comes out clearly in the protests about the notorious and large-scale evasion of the licensing provisions by operators, many of them owner-drivers, working on one or other of the large-scale civil-engineering projects, and particularly a new motorway or trunk road. Local tipping-vehicle specialists argue reasonably that they should be given the job of carrying materials to and from the site. Some of the work does come their way, but probably the greater proportion goes to a shifting population of small men, few of them holding licences. Nobody can blame the lawful operators if they complain to the authorities and to their M.P.s, and try every other available means of putting a stop to the illegalities.

Not all the operators go as far as this. It may be the case that there is far more work than they can handle. Someone else must take the surplus, and they may think it none of their business who is chosen. If they would have no right to object to an application for a proper licence to do the

work, they assume that they would be no more than common informers if they complained because the work was being done without a licence.

Through his ability and willingness to live cheaply, or perhaps through simple ignorance, the nomadic haulier is prepared to accept rates that would not keep established operators in business. For this reason, if for no other, the contractor will regard him favourably and do everything possible to keep him. When it comes to a showdown and the law intervenes, the operator is able to go to the Licensing Authority with the strong and urgent backing of his employer. In spite of previous misdemeanours, he is usually granted the short-term B licence which is all that he requires. The local hauliers who may have spent time and energy in bringing him to book have merely helped to provide for him a cloak of respectability.

### Double-edged Sword

They may well find that every attempt they make to see that the law is enforced turns out to be a double-edged weapon. On some of the rates that are alleged to be paid it is hard to see how anybody can make a living after meeting even the running costs of vehicles. The inference is that vehicle and driver are worked far beyond the limits of the law, and the obvious next step is to urge more frequent inspections. This can be done only by providing more inspectors. As a result, the disgruntled hauliers find themselves advocating the appointment of the prying civil servants and the hordes of officials that they have always deprecated. The situation becomes Gilbertian when the complainants find themselves coping with, and in some cases pleading guilty to, the extra officials they have helped to bring into being.

Only a small proportion of hauliers are interested in tipping work, and not all of them are anxious that their vehicles should deteriorate under the punishing treatment they receive on the kind of site that attracts the unlicensed operator. It might seem good policy to allow him to ruin himself under conditions of extreme discomfort. It might seem even more self-evident that hauliers who do not run tippers should ignore the situation entirely.

Such a comfortable doctrine would be dangerous. Illegalities such as those practised by the small foot-loose operators bring into disrepute not only them but the whole industry. Public criticism cannot be avoided completely by deflecting it on to a small minority. Too often an industry is judged by its black sheep.

Every branch of road haulage is engaged to some degree or other in a constant battle to keep rates up to an economic level. There are many forces at work for the purpose of depressing them. If these forces succeed in one section of the industry, or even on the periphery in that no-man's-land where the writ of the Licensing Authority does not run, the effect will be felt ultimately by every haulier, however secure he may think himself.

There will also be an adverse effect on the workers in road haulage. That nobody has the right to starve in Britain today might well be a principle adopted by the industry. The small men on tipping work are able to operate at ridiculous rates partly because they seem content to drive their own vehicles for considerably less money than the minimum they would receive under the Road Haulage Wages Orders. They are undercutting the established drivers and leading the customer to suppose that drivers are available elsewhere at similar rates of pay.





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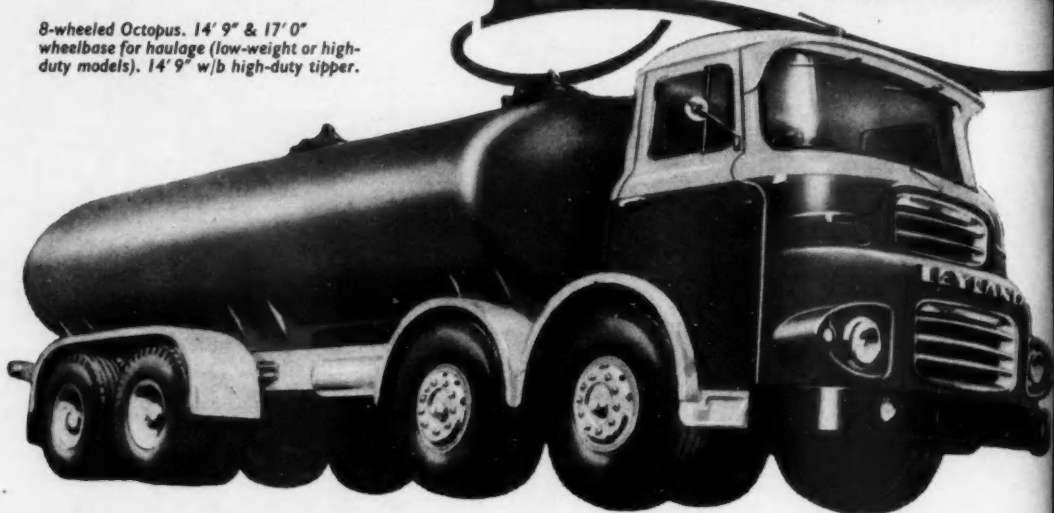
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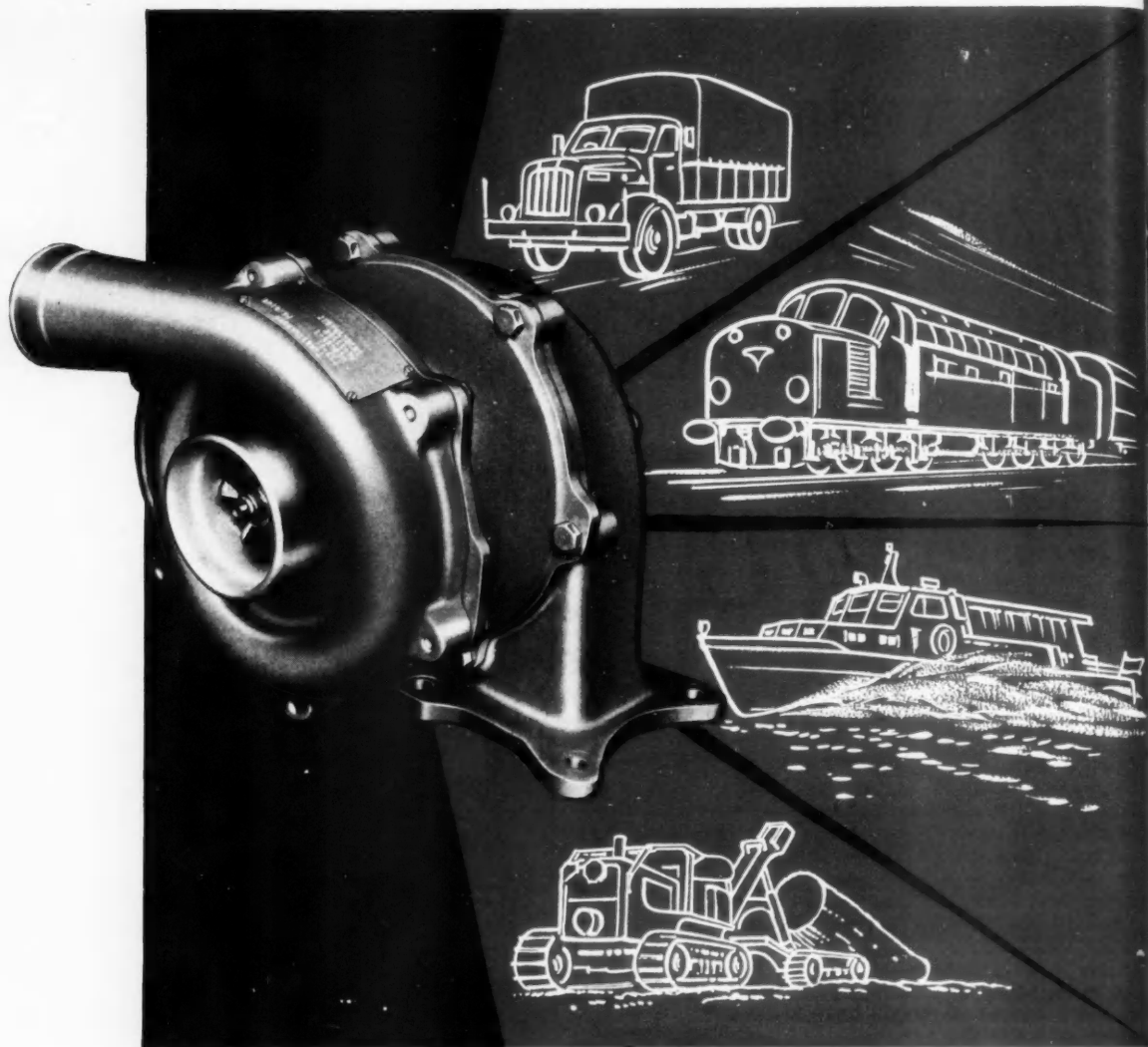
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Letters to the Editor

# A Harder Nut to Crack

REFERRING to "Smoke Signals" in your issue of August 12, I cannot agree that it is as easy to obtain licences in South Wales as in the Western Area, even when Mr. T. D. Corpe conducts the case. We are all well aware of his ability in the traffic courts, and particularly in the preparation before the hearing. Further, it is not new for Mr. Corpe to appear in the South Wales traffic courts, as I think I was one of the first hauliers to engage him, in 1947, when he was successful in a rather ambitious application.

Many of your readers are already aware of the A licences that have been granted, on the production of figures only, to Western Area operators to carry steel, and I very much doubt whether Mr. Idris Owen, South Wales Licensing Authority, would make a similar grant, even if Mr. Corpe conducted the case. Mr. Corpe has of late successfully taken a number of cases for South Wales operators, but I understand that there were plenty of supporting witnesses, and the earnings of the vehicles submitted to the Licensing Authority were far in excess of those of any Western Area operator.

Triley Bridge.

J. M. WATKINS.

## Laws Enough on Smoking

READING a Parliamentary report in *The Commercial Motor*, I was amused, and then annoyed, about the comment on the emission of smoke by diesel-engined vehicles. How stupid can our so-called leaders, law-makers and enforcers be? There are laws enough and to spare if they are enforced properly and without bias. There is already one relating to excess smoke.

When I was travelling by car I noticed a Government-owned vehicle ahead belching thick black smoke, which caused a line of traffic to fall behind it, as the road was completely obscured. I eventually overtook it, and, pulling up near a police patrol, suggested that he should do something about it. He said: "You cannot do a thing about these big vehicles."

I replied that he could and would if the vehicle had been owned by a private concern, because the driver of one of our own vehicles had been warned by a patrol when it had just come back from the makers' service depot for replacement injectors.

Take a look at cars—often quite new—and motorcycles, but how often do you hear of a fine for excessive smoke? Buses are prime offenders.

Yeovil.

NORA JEANS.

[Bus operators may care to defend themselves against this charge.—ED.]

## Mr. Jolliffe Unfair to R.H.A.

WITH reference to the report headed, "Mr. Jolliffe Criticizes R.H.A.: 'Tell Members to Give Proper Figures'" (*The Commercial Motor*, August 26), I would like to point out, so far as licensing matters are concerned, the service provided by the North Western (Western) Area of the Road Haulage Association for members is essentially advisory, and even the wisest advice is often disregarded or misinterpreted.

While the Association does its best to advise members

regarding the production of the necessary figures and information, it cannot itself produce them; this must be left to the applicant and his accountant. In the case which provoked Mr. Jolliffe's comments the Association had, in fact, done everything that it could reasonably be expected to do.

Your readers will, no doubt, sympathize with my feeling that what seems to have been a publicly expressed general criticism of this Association's advisory service to its members ought not to have been made solely because of the manner of presentation of a particular application to the North Western Deputy Licensing Authority.

London, W.1.

G. K. NEWMAN

Chief Executive Officer,  
Road Haulage Association.

## What "The Hawk" Didn't See

IN his comment (August 12) on a traffic survey reported in the *Observer*, "The Hawk" seems to have missed one small fact. The conductors of the survey were reported to have "booked" a vehicle only when some fault was committed. Thus it was not a survey of driving by classes. It was more of a survey of the prevalence of certain types of driving fault among the more irresponsible (?) drivers in each of the classes into which the traffic was subdivided.

Durham.

R. H. MOOR.

## Loans to Employees Are Bad

MAY I point out to "Trunkie" (*The Commercial Motor*, September 2) that hire-purchase companies are understanding in cases of genuine hardship, and in many instances will cancel an outstanding debt. Some banks also operate a "personal-loan" scheme and, judging from what I read in the newspapers, it is easier for anyone to obtain such a loan than for a man with an established business to get an overdraft.

I fail to understand why "Trunkie" should blame the employer more than the employee, because, according to him, the employer was never at any time approached for a loan. The driver in the instance quoted was on a good thing if he had got away with it—no principal or interest to repay and someone else to stand the loss.

Loans to employees result in one of two things: (1) The employee concerned leaves after a month or so, in which case the employer has to put his ex-employee in court to recover the debt; or (2) the employee makes overtime in order to pay off the debt.

I am no cynic. After all, I started at the bottom and am by no means at the top of the ladder, but I have always lived within my income. However, I do notice that the "little chaps" mentioned by "Trunkie" are wise to every fiddle under the sun and at the same time are the first to protest if anything affects them personally.

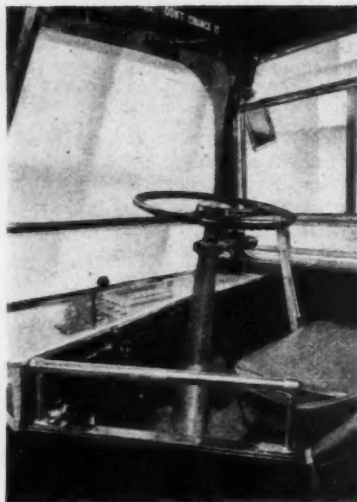
So far as security goes, to give a stranger the keys of a vehicle is dishonest, and no amount of instructions will prevent a driver doing a trick like that if he is so minded. Any driver convicted of theft in the course of his employment should have his licence endorsed with the fact.

Neston, Cheshire.

STEPHEN MUSTELL.

c17

(Right) The new Midland "Red" D.10 underfloor-engined double-decker can seat 78 passengers. The entrance is ahead of the near-side front wheel. (Below) Excellent driving vision is a feature of the design, and the neat gear-change switch on the fascia will be noted.



**A**N underfloor-engined double-decker bus has been built by the Birmingham and Midland Motor Omnibus Co., Ltd., and the vehicle has already been used on experimental service on various company routes. The D.10, as it is known, has 78 seats, disc front brakes, and rubber suspension with independently suspended front wheels. It is of integral construction.

Preliminary details of the D.10 were published in the November 14, 1958, issue of *The Commercial Motor*. At that time it had been intended that the bus should have 79 seats. Since the original details were released, however, a straight staircase has been adopted. This has reduced the lower-saloon seating capacity from 36 to 35, although luggage accommodation has been slightly increased.

### Three Body Styles

The layout of the bus is such that 80 seats could be accommodated with a different staircase arrangement, whilst either a front or a rear entrance could be incorporated, with the third alternative of a front entrance and a rear exit. The second bus, at present under construction, has this third layout.

These advantages are principally derived from the location of the engine horizontally amidships. So that the engine does not interfere with the provision of a flat lower-saloon gangway, the unit is offset to the near side of the body with its cylinder heads facing towards the centre of the bus. The bump in the floor needed to give clearance over the clutch housing can be beneath one of the seats.

The power unit of the D.10 is a horizontal version of the B.M.M.O. 10.5-litre oil engine, the original vertical design of which is used in the D.9 forward-engined

c18



## B.M.M.O. 78-seater

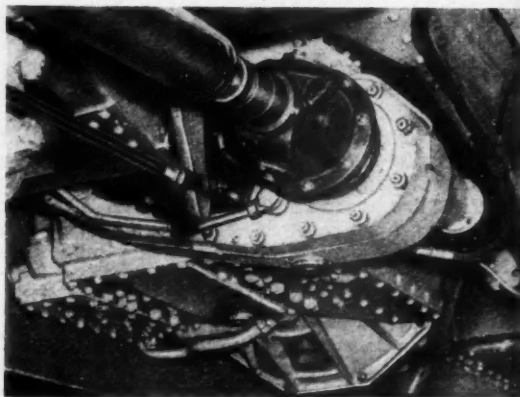
double-decker. The power output is derated to 127 b.h.p. at 1,700 r.p.m., and the maximum torque output is 465 lb.-ft. at 1,000 r.p.m.

A.C.A.V. fuel-injection pump with two-speed centrifugal governor is employed, and the engine carries a Self-Changing Gears Fluid-Friction coupling.

Unit-mounted with the engine is a Self-Changing Gears R.V.28 hydraulically operated semi-automatic gearbox which incorporates an auxiliary section at its rear end to offset the drive line towards the centre of the bus. This auxiliary gearing does not change the main gearbox ratios, which are 4.28, 2.43, 1.59 and 1

in the light of experience with the prototype D.9, drum brakes are fitted to the rear axle. These are 17-in.-diameter cam-operated units, with 6.5-in.-wide linings. The total rear-brake frictional area is 424 sq. in.

B.M.M.O.-Girling 16-in.-diameter discs are used at the front, and these give a total friction-pad area of 68 sq. in. A



A transfer box at the rear of the R.V.28 semi-automatic hydraulically operated gearbox transfers the drive line towards the centre of the bus.

to 1, with a reverse ratio of 5.97 to 1.

An electric gear-change control is employed, and this is actuated by a short lever mounted on a fascia panel to the left of the steering column.

A short propeller shaft with Hardy Spicer needle-roller universal joints connects the output shaft of the transfer box to the underslung-worm-drive rear axle. The gearing, which effects a reduction of 5.5 to 1, is offset to the near side, as with the axle of a conventional double-decker.

The original design specification included disc brakes at all wheels, but

Lockheed continuous-flow powered hydraulic system actuates both sets of brakes, and mineral oil is used in the system to withstand the high front-brake temperatures.

The Marles cam-and-double-roller steering has a Hydrosteer hydraulic servo, and the steering-gear ratio is 28.5 to 1. As with all recent Midland "Red" passenger vehicles, Metalastik rubber suspension units are employed at all wheels, these components giving variable rate characteristics.

The independently suspended front wheels are carried on parallel links with

## Latest Midland "Red" Double-decker Has Horizontal Oil Engine Below Floor Level: Rubber Suspension and Disc Front Brakes are Employed

Metalastik rubber discs acting in compression and shear. Fore and aft location is given by rubber-bushed trailing radius arms.

Metalastik toggle-link suspension units carried transversely ahead of and behind the wheels form the rear suspension, with two rubber-bushed radius arms providing longitudinal location.

The layout of the suspension system is such that good anti-roll characteristics are obtained, and these combine with the low centre of gravity of the complete

forward longitudinal seat on the near side.

Rearwards of this point the gangway is flat, but all the near-side seats are on a platform 3 in. above the gangway level to clear the engine and gearbox.

The driver is separated from the loading platform by a waist-high partition, part of which forms a door to give access to the driving seat, there being no door in the off side of the body.

Immediately behind the driving compartment is the staircase. This has eight steps, six of which lie against the body side, so providing a straightforward layout to speed and assist passenger loading and unloading with safety. Beneath the staircase there is a two-shelf luggage compartment.

A three-passenger longitudinal seat is located opposite the staircase on the near side, whilst behind the staircase there is a single inward-facing seat. On the near side of the lower saloon there are five rows of paired seats with the latest

of Vynide, Vyweld, colour-impregnated glass fibre and Formica for the interior finishes, whilst, as usual with current Midland "Red" buses, a high proportion of the exterior panelling is of plastics.

The D.10 has an overall length of 30 ft. and its wheelbase is 16 ft. 9 in. The overall unladen height is 14 ft. 6 in., and the unladen weight is quoted as 8 tons 10½ cwt. This is only 4 cwt. greater than the weight of the D.9 72-seat bus, despite the additional seating capacity.

A second D.10 is at present under construction in the Midland "Red" works at Edgbaston, and this differs from the original prototype in having a separate exit behind the near-side wheel, with an adjacent staircase in the off side of the body to speed unloading of the upper saloon.

This arrangement sacrifices 11 seats when compared with the first bus, but the platform at the rear is large and should

# Has Engine Under the Floor

vehicle (afforded by the underfloor engine location) to give a high degree of stability. The bus has been tilt-tested to 33°. Dampers are fitted at front and rear.

B.75 wheels are used at the front, and these carry 11.00-20-in. tyre equipment, whilst at the rear the 6.00-20-in. twin wheels have 10.00-20-in. (12-ply) tyres. A 35-gallon fuel tank is located on the off side of the vehicle opposite the engine and the electrical system is 24v.

The metal-framed body has 43 seats in the upper saloon and 35 downstairs. The first vehicle has an entrance ahead of the front wheels, and this is enclosed by electrically operated double-jack-knife doors.

There is a step 9½ in. high between the entrance steps and the main loading platform, and from this higher level the gangway is ramped up a further 3 in., the slope terminating at the rear of the

Midland "Red" individual squab treatment, and on the off side there are four rows.

The remaining seats in the lower saloon comprise two four-passenger inward-facing seats over the rear wheels and a five-passenger transverse seat at the rear, immediately ahead of which on the off side there is an emergency door.

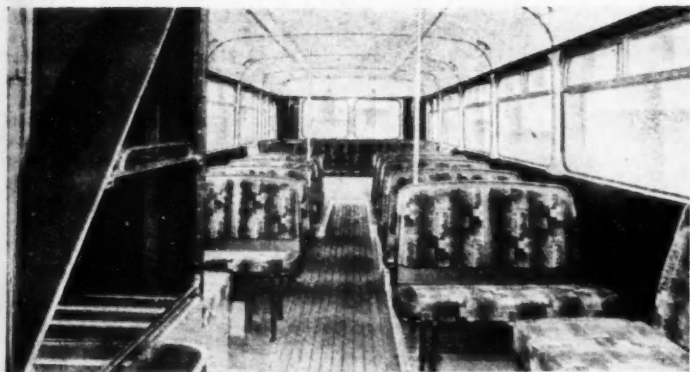
The upper-saloon seating layout is quite conventional and in both saloons Accles and Pollock tubular seat frames with Dunlopillo cushion fillings are employed. The upper-saloon floor is wooden slatted, whilst the ½-in. plywood lower-saloon floor is covered with a cork-rubber compound. There are two Smith's R.550 heater units in the lower saloon and one in the upper.

Used-ticket boxes are provided in both saloons, and the interior decoration scheme is a combination of peony red and white. Extensive use has been made

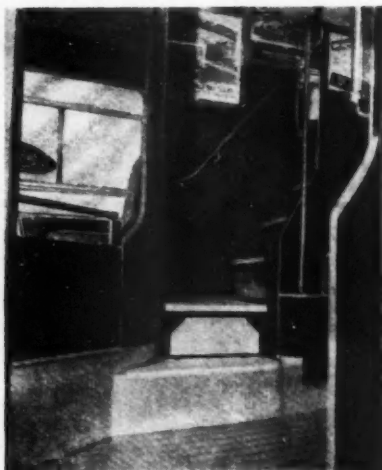
do much to reduce the time lost at bus stops, particularly during peak periods. The side emergency door of the original design is replaced by a full-height door located centrally in the rear panelling of the lower saloon.

The D.10 is believed to be the first underfloor-engined double-decker to go into fleet service in Great Britain (although at least one other design of this type has been built in this country). A private demonstration of the bus was held in Birmingham last week, and this showed the vehicle to be a pleasant one in which to ride.

Passengers in the upper saloon can hardly hear the power unit at all, whilst in the lower saloon the engine noise seems to be lower than in a normal underfloor-engined single-decker, despite the absence of special sound insulation under the floor. Smooth, roll-free riding was another marked feature of the bus.

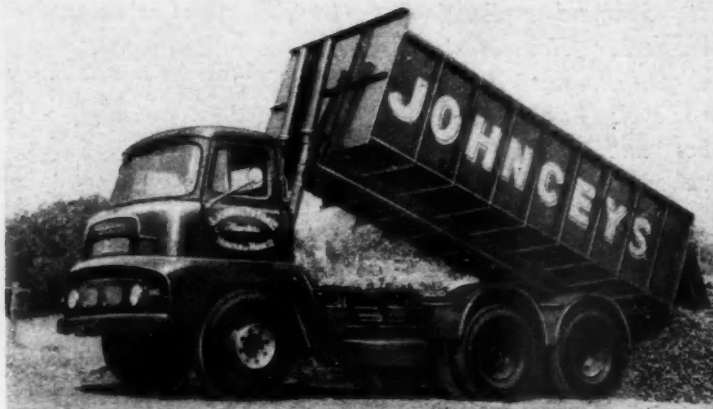


(Above) The lower saloon seats 35 passengers and, as can be seen, the gangway is level throughout its length. The engine is beneath the near-side seats, with its crankshaft towards the outside of the body. There is an emergency exit on the off side, immediately ahead of the rearmost seat. (Right) A straight staircase layout has been adopted to assist passenger movement.



## Planning for Profit

*This Dodge tipper with third-axle conversion is employed by J. Johncey and Sons, Ltd., Moreton-in-Marsh, primarily for the transport of bulk grain, but may also be used to carry coke in bulk, or a variety of sacked loads. The light-alloy body was built by Duramin Engineering (Lydney), Ltd. Pilot tipping gear is fitted. H. R. Wilson-Scott, Ltd., supplied the vehicle.*



# Bigger Loads at Lower Cost

THE 5-ton four-wheeler of a few years ago has been supplanted in popularity by the quantity-produced 7-tonner. For those operators who require a 10-tonner, a number of manufacturers endorse third-axle conversions of such models.

To show the advantages which can be obtained by operating this type of vehicle I will give the respective costs of running a quantity-produced 7-ton oiler and a third-axle conversion of the same chassis, on the assumption that both average 900 miles per week.

With an unladen weight of 3 tons 4 cwt., this 7-ton oiler has an annual licence duty of £38 15s., equivalent to 15s. 6d. per week, calculated on a 50-week year. This allows for two weeks when the vehicle may be off the road for repairs or driver's holiday. Including allowances for holidays with pay and insurance contributions, the driver's wages will be assessed at £9 11s. 6d. Rent and rates in respect of garaging the vehicle will be 11s. 9d.

The annual insurance premium for this vehicle will amount to £42, or 16s. 10d. per week. With interest charged at a nominal rate of 3 per cent. on the initial outlay of £1,300, this item amounts to 15s. 7d. per week, resulting in a total of standing costs of £12 11s. 2d. Assuming an average weekly mileage of 900, the operating cost will be 3.35d. per mile.

With oil fuel purchased in bulk at 3s. 10½d. per gallon, and an average rate of consumption of 15 m.p.g., fuel cost per mile will be 3.12d. Lubricants will add 0.25d.. A set of

*Third-axle Conversions May Allow Loads to be Carried at a Rate Per Ton Lower than if a Four-wheeler Were Used, But Sufficient Traffic Has to be Available*

8.25-20-in. 12-ply tyres will cost £186, and assuming a moderate mileage life of 30,000, tyre costs per mile will amount to 1.49d. Maintenance is assessed at 2.34d. per mile.

Calculation of depreciation is made by first deducting the cost of the original set of tyres from the price of the vehicle, with a further allowance for the residual value, leaving a sum of £950 to be written off. A vehicle life of 150,000 miles will be assumed, giving a depreciation cost per mile of 1.52d.

The total running cost is therefore 8.72d. and the total operating cost 12.07d. per mile. At 900 miles per week the total running cost will amount to £32 14s., and the total operating cost £45 5s. 2d. per week.

Dealing now with the six-wheeler, in addition to the cost of the actual conversion of approximately £550, there will also be additional expenditure because of chassis modifications and the cost of the extended platform body. A total of £700 will therefore be allowed for the complete conversion, giving an initial cost of £2,000 for this six-wheeler, with a gross weight of 15 tons, and a carrying capacity of at least 10 tons.

The unladen weight will now be 4 tons 13 cwt., and the annual licence duty £65, equivalent to £1 6s. per week. Wages will remain the same at £9 11s. 6d., on the assumption that the load carried will still be in the category of 5-10 tons.

Because of the increased length of the vehicle, rent and rates will be nominally raised to 12s. 3d. a week. Similarly, (Continued on page 187)



An extended Austin chassis forms the basis of this 1,400-cu.-ft. pantechicon built by J. H. Jennings and Son, Ltd. Internal dimensions are: length, 23 ft.; width, 7 ft.; height, 7 ft. 6 in. At the rear is a full-width well, with a 3 ft. 6 in. tailboard and double doors. Exterior panels are of aluminium-faced plywood. Harrison and Jones, Ltd., Liverpool, are the operators.



## THOSE DRIVERS YOU SEE



## I-was-driving-before-you-were-born

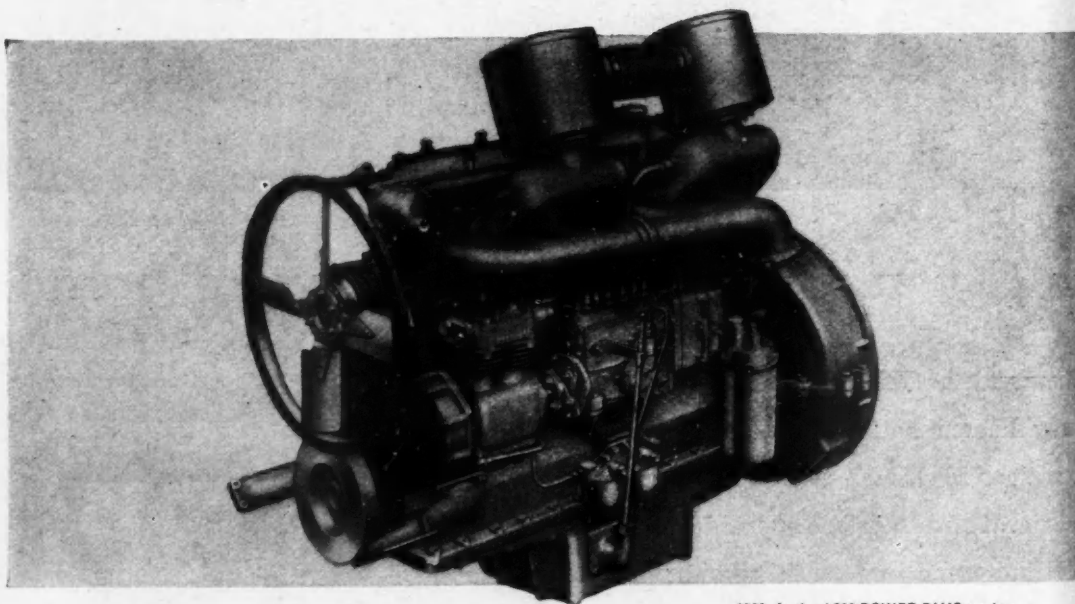
There are lots of different kinds of driver on the road. A good many different kinds of fuel too. The safest thing to do is to stick to BP Diesel—available at Agency sites throughout Britain. With a Diesel Agency card issued by Shell-Mex and B.P. Ltd your drivers can fill up with BP Diesel on credit, or cash at agency rates.



**THIS IS THE SIGN THEY SHOULD LOOK FOR**

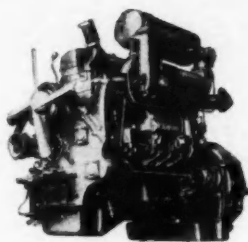


*New* **Leyland**  
*'Power Plus'*  
**SERIES**  
**again fit**  
**VANDERVELE**  
**as original**

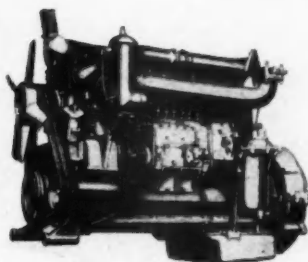


1960 Leyland 600 POWER PLUS engine

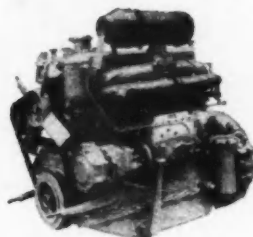
**SEE YOUR REPLACEMENT BEARING**



Early 1940's Leyland 7.4 litre engine



1947 Leyland 600 engine

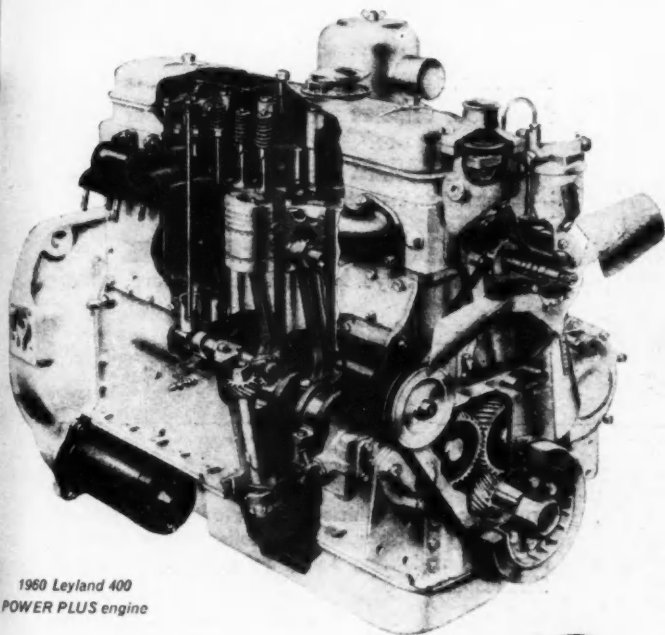


1948 Leyland 300 engine

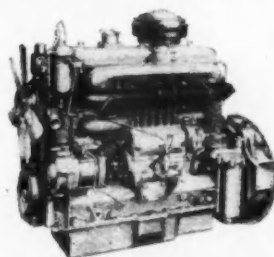
VANDERVELL Lead Indium Bearings fitted by LEYLAND since the early 1940's have achieved incredibly high mileages without replacement (top mileage noted to date 567,577).\*

\*For high mileage and low maintenance cost, fit VANDERVELL Lead Indium Bearings.

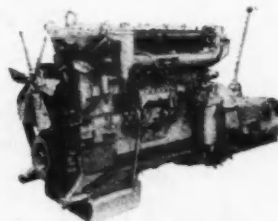
# LEAD INDIUM BEARINGS Equipment



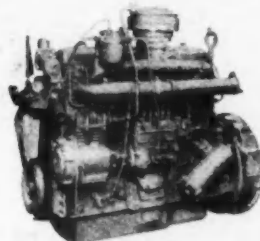
1960 Leyland 400  
POWER PLUS engine



1951 Leyland 300 redesigned to 350 cu. in.



1953 Leyland 680 engine

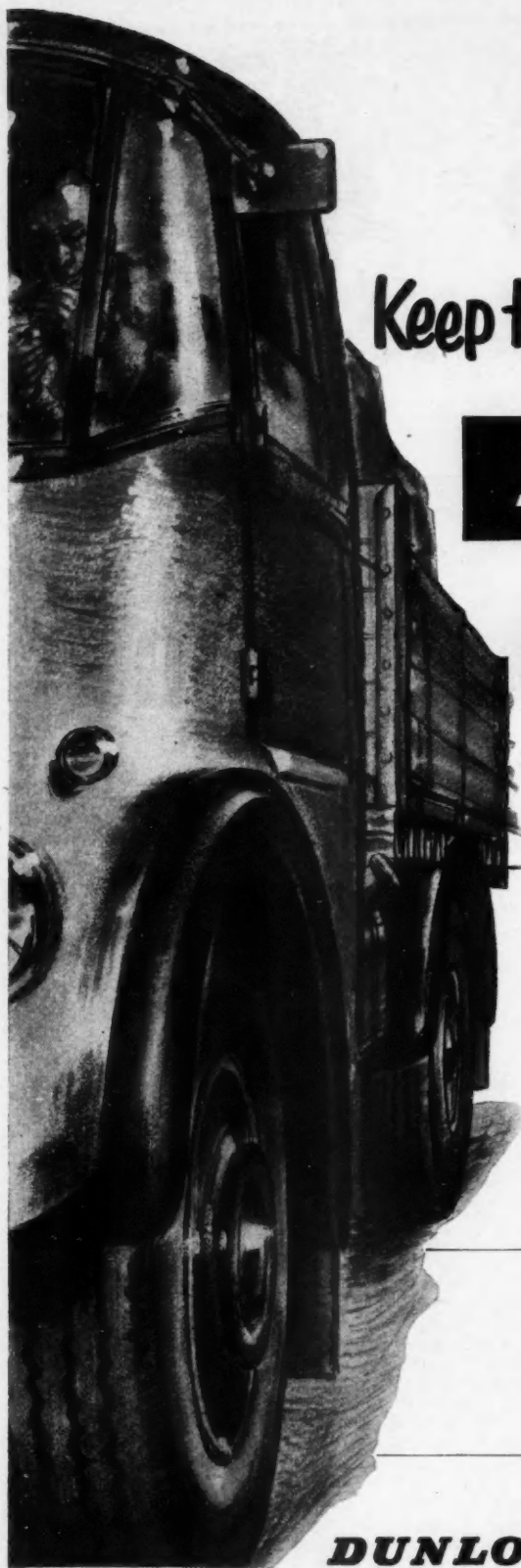


1958 Leyland 375 engine

GAVE THIS MARK



REGD. TRADE MARK



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## RUBBER WINGS

Longer hours, greater daily mileage and heavy traffic conditions lay every commercial vehicle open to general wing damage. Even minor bumps or knocks can cause big delays and involve you in claims and paper work. There's no better way to preserve efficiency and step up profits than to fit all your vehicles with Dunlop Rubber Wings.

### **FLEXIBLE**

—they maintain their shape even after the hardest knocks.

### **WILL NOT CORRODE**

—being rubber they are unaffected by weather conditions.

### **ECONOMICAL**

—they reduce maintenance and repair costs.

### **DUNLOP MUD FLAPS**

protect your own vehicles and prevent stones and mud from being thrown up at those following. Be courteous to others and bring safety to all by fitting Dunlop Mud Flaps.

**DUNLOP** PROTECTS YOUR PROFITS



Based on an Albion Claymore underfloor-engined chassis, this van operated by S.P.D., Ltd., has bodywork by J. H. Sparshatt and Sons, Ltd., Portsmouth. The near-side cab door is of the up-and-over type. The forward part of the body is an insulated compartment for the transport of perishable goods.



because of the higher cost and carrying capacity, the annual insurance premium will now amount to £60, or £1 4s. per week. Interest will also be raised to £1 4s., giving a total weekly standing cost of £13 17s. 9d. Standing cost per mile will be 3.70d., still allowing an average of 900 miles a week.

It will be assumed that the rate of fuel consumption will now be 12 m.p.g. and, with the cost per gallon remaining at 3s. 10½d., fuel cost per mile becomes 3.90d. Lubricants are reckoned fractionally higher at 0.26d. a mile. With a total of 10 tyres needed, instead of six for the four-wheeler, the cost per set is raised to £310 and the cost per mile to 2.48d.



may be achieved by using maximum-load eight-wheelers, such vehicles are often outside the scope of the smaller operator, because of the comparatively high initial outlay required, and the lack of a continued volume of traffic to justify their operation.

The third-axle conversion of well-proven quantity-produced four-wheelers can therefore provide an ideal compromise for such operators. In practice, where a small operator was contemplating the purchase of a larger vehicle, the need would probably stem from a guarantee of increased tonnage on the outward journey, but with no immediate likelihood of greater loads on the return trip. Assuming this was the case, the 10-tonner would still carry 60 tons per week on the outward trips, but would return with only 3½ tons a day—half the load of the 7-tonner—resulting in a weekly total of 81 tons.

Even under these conditions, however, the cost of

Messrs. Marti and Co., Othmarsingen, Switzerland, wholesale meat merchants, operate this Bedford normal-control refrigerated van. The bodywork, which is panelled in patterned aluminium sheets, was built by Messrs. Steinmann, Aarau. Flashing direction indicators have been fitted in the front wings. The refrigeration equipment is of the Universal type.

moving this traffic with the six-wheeler would be only a little higher—14s. 4½d. instead of 14s. 4½d. per ton—than with the smaller vehicle. Moreover, there would obviously be a greater margin available on the 10-tonner should increased return traffic be obtained.

In addition to relative operating costs, other factors might have to be considered before determining whether it would be economic to employ a rigid six-wheeler.

Assuming that an articulated vehicle was not suitable, it has to be conceded that the performance of a basic 7-tonner must normally be better than the converted counterpart. However, as these conversions have the approval of manufacturers, there is no doubt as to their roadworthiness.

Because most of the conversions are being made on popular 7-tonners, acquisition of such vehicles should not disrupt standardization. Existing stocks of spares would probably prove adequate to ensure vehicles being available for service to the maximum extent. Apart from greater carrying capacity which the third-axle conversion makes available, the corresponding increase in platform length may prove of equal attraction to some operators.

The extra 4 ft. or 5 ft. may offer more convenience for pallet loading, or provide more scope for conveying indivisible loads not sufficiently large to justify the use of special vehicles. Advantage may also be taken of the additional platform length to load vehicles to a lower overall height and so reduce any tendency to roll. Despite every precaution which prudent operators may take to avoid overloading, traffic requirements may necessitate it in exceptional circumstances. On such occasions rigid six-wheelers of this type provide a substantial margin between the manufacturers' and legal gross weight limitations.

S.B.

(25)

Maintenance is increased to 2.90d. and, applying the same method as before, the cost of depreciation is raised to 2.30d. This gives a total running cost of 11.84d., and a total operating cost of 15.54d. per mile. Corresponding costs per week are £44 8s. and £58 5s. 9d.

Applying these results to possible traffic conditions, it will be assumed that the average weekly mileage of 900 consists of six daily trips of 150 miles each. Accepting an average overall loading of 75 per cent., we will further assume that the vehicles are fully loaded on the outward journey, and half loaded on return.

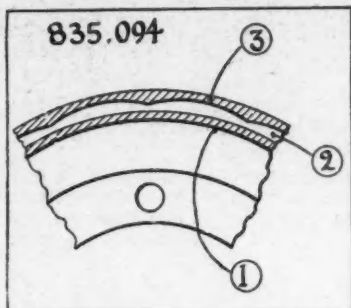
The 7-tonner will then move 63 tons during the week, made up of six loads of 7 tons on the outward journeys, and a further six loads of 3½ tons on the return. With a total operating cost per week of £45 5s. 2d. this gives an overall cost per ton of 14s. 4½d.

The six-wheeler, under similar conditions, will carry six loads of 10 tons on the outward journeys, and half that amount on the return, making a weekly total of 90 tons. Although the cost of operating this vehicle is £13 0s. 7d. more than the four-wheeler, the resulting cost per ton for the larger vehicle is 12s. 11½d. a ton.

Although the cost per ton is expected to be lower as the size of vehicle increases, it is significant here that this substantial reduction has been achieved whilst still operating a vehicle in the moderate price range. Although even greater economy

## Drum-brake Cooling

WITH liquid-cooled drum brakes there is a tendency for the liquid to be flung outwards under centrifugal force, leaving the hot inner surface dry. A design intended to overcome this defect is covered by patent No. 835,094. (Vauxhall Motors, Ltd., Luton.)



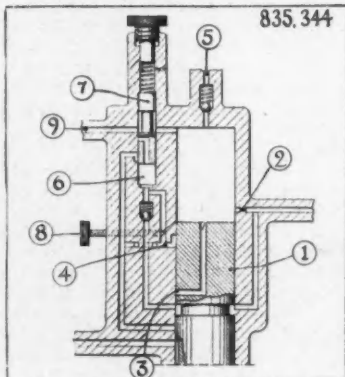
The drawing shows a section of the improved drum in which the shoes contact the inner surface (1). A closed jacket (2) is formed around the working diameter and this is partially filled with liquid. The undulating surface (3) is the main feature of the design. When running the liquid is flung outwards, but deceleration produced by braking causes the undulations to throw it inwards on to the hot surface.

Suitable liquids are water, a saline solution or glycol. The liquid used should boil at the maximum permitted operating temperature to make use of its latent heat of evaporation.

### SELF-GOVERNING INJECTION PUMP

AN injection pump that automatically reduces its output with increasing speed is described in patent No. 835,344. This is effected by a by-pass port controlled by a hydraulic dashpot. (P. Bessiere, 55 Boulevard du Commandant Charcot, Neuilly-sur-Seine, France.)

Referring to the drawing, the pump shown operates as follows: on the plunger (1) down-stroke, fuel under slight pressure enters the pump space through a restricted inlet (2). Near top dead centre, injection terminates when a port (3) meets a discharge port (4). Delivery takes place through the valved exit (5).



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The supply port also charges a chamber (6) and in doing so lifts a slide valve (7) against its spring. This valve, once

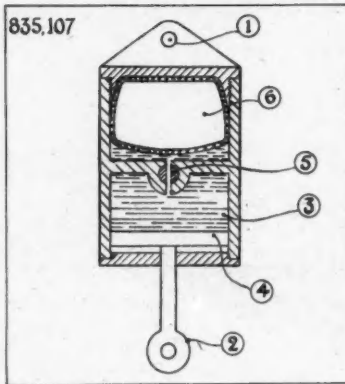
the fuel supply to it has been cut off, descends at a constant rate determined by the adjustable leak control screw (8).

When the valve is up, injection is prevented because an auxiliary spill port (9) is open. As the valve descends it closes this port and permits injection to occur. Because the movement of the valve is constant in time, it follows that a higher engine speed results in a reduced charge of fuel.

### HYDRO-PNEUMATIC DAMPER

A SUSPENSION shock-absorber and stabilizer is the subject of patent No. 835,107. By operating a valve, the unit can act either as a resilient member or as a rigid link. (Demag-Zug G.m.b.H., Wetter, Ruhr, Germany.)

The unit shown in the drawing is pivoted on the chassis frame (1). At the bottom, a piston rod (2) is pivoted on the



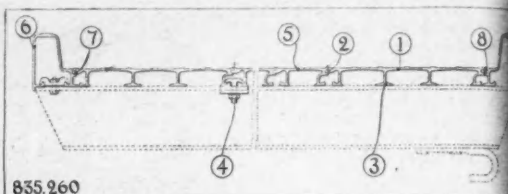
axle. The lower space (3) is filled with liquid and, under load, movement of the piston (4) forces the liquid upwards. It passes through a valve (5) and reaches the upper chamber to compress an air-bag (6) which acts as a spring.

If the valve between the two chambers is closed, a hydraulic lock is created and the device becomes a rigid member to maintain a constant frame height.

### LIGHT-ALLOY FLOORING

PATENT No. 835,260 shows a light-alloy extruded section that can be used as planking for vehicle floors. (The Duramin Engineering Co., Ltd., Standard Road, Park Royal, London, N.W.10.)

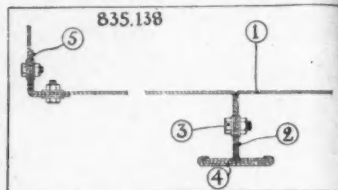
The drawing shows a cross-section of a complete floor assembly intended for medium-weight commercial vehicles. The main plank (1) is 9 in. wide and is formed at its edges to a tongue-and-groove section (2). It is provided on its underside with bearer legs (3) which are clamped on the floor cross-bearers by special T-bolts (4). Narrower planks (5) provide any desired width to the nearest inch.



Side rails (6) complete the assembly. To avoid the necessity of making different joints, all are female. The tongue of the plank completes the joint on one side (7) but on the other, a special rod enables the two grooves to be united.

### BODYBUILDING SECTIONS

A METHOD of construction shown in patent No. 835,138 enables a strong and rigid body to be produced at relatively low cost. It is particularly suitable for metal cattle-truck bodies. (H. Carmichael and Carmichael and Sons (Worcester), Ltd., The Butts, Worcester.)



The drawing shows a plan section of the main constructional unit. This is a channel-section panel (1) which, when assembled, has its right-angled faces (2) fixed to the adjacent member by bolts (3). The joint can be hidden by a capping (4). Alternatively, a complete covering panel can be attached to the flanges to form a box section and give a smooth face on each side.

At corners, the panel can be bent in the opposite direction (as shown at 5) and bolted to the upright members. The patent gives details of two types of roof, and of the construction of a hinged loading ramp.

### MAIN-BEARING SEAL

PATENT No. 838,576 shows a sealing arrangement for crankcases, particularly for the rear main bearing. The scheme employs an oil thrower, a sealing ring and a seal between the bearing and its housing. The patent comes from General Motors Corp., Detroit, Michigan, U.S.A.

### DEAD MAN'S HANDLE

TO guard against accidents caused by collapse of the driver, patent No. 839,086 shows a scheme in which the ignition is automatically switched off and the brakes applied in such circumstances. The patent comes from S. Cargill, Garth Mill, Ffynogroew, Holywell, North Wales.

### SUSPENSION BALL JOINTS

THREE patents giving details of ball-joints designed primarily for vehicle suspension systems come from V. Langen, 190 Hansa-Allee, Düsseldorf-Oberkassel, Germany. They are numbered 838,457; 838,458 and 839,396.

# ROOTES

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<b>7-TON</b>	SEDDON 1953 Diesel 18 ft. flat, good condition, "C" licence user only, painted Red. Genuine bargain. Seen at Manchester .. .. .	<b>£475</b>
<b>7-TON</b>	ALBION 1957 Chieftain, model FT37.EL Diesel, 17 ft. 6 in. Platform Body, 825 x 20 tyres, very good, exceptional condition, painted Blue. Seen at Manchester .. .. .	<b>£950</b>
<b>5-TON</b>	FORD 1957 Thames Trader, Diesel dropsider, 46,000 miles only, good tyres, painted Red. Used by "C" licence operator. Seen at Manchester .. .. .	<b>£575</b>
<b>7-TON</b>	DODGE 1956 Under-body Tipper, P.6. engine, 2-speed rear axle. Just repainted. Seen at Birmingham .. .. .	<b>£625</b>
<b>7-TON</b>	COMMER AVENGER 1956, ideal for specified loads, to take body over 21 ft. Seen at Birmingham .. .. .	<b>£550</b>
<b>7-TON</b>	BEDFORD 1958 Petrol engined Tipper with all steel scow type body. Telelever tipping gear, heavy duty tyres, chassis recently repainted. Seen at Birmingham .. .. .	<b>£750</b>
<b>15-CWT.</b>	AUSTIN 1957 Personnel Carrier, moderate mileage. Seen at Canterbury .. .. .	<b>£395</b>
<b>15-CWT.</b>	BEDFORD 1958 Caravan, small mileage. Seen at Canterbury .. .. .	<b>£550</b>
<b>10-CWT.</b>	MORRIS 'J' 1955 Van, moderate mileage. Seen at Canterbury .. .. .	<b>£125</b>
<b>7-CWT.</b>	COMMER 1959 Cob Van. Seen at Maidstone .. .. .	<b>£325</b>
<b>8-CWT.</b>	COMMER 1959 E.D.V. Seen at Maidstone .. .. .	<b>£345</b>
<b>7-TON</b>	BEDFORD Mk. II R6 1954 Platform Truck, Diesel engine, Seen at Maidstone .. .. .	<b>£275</b>
—	1959 COMMER Express Delivery Van, Antelope, one owner, good condition, wing mirrors. Seen at Rochester .. .. .	<b>£349</b>
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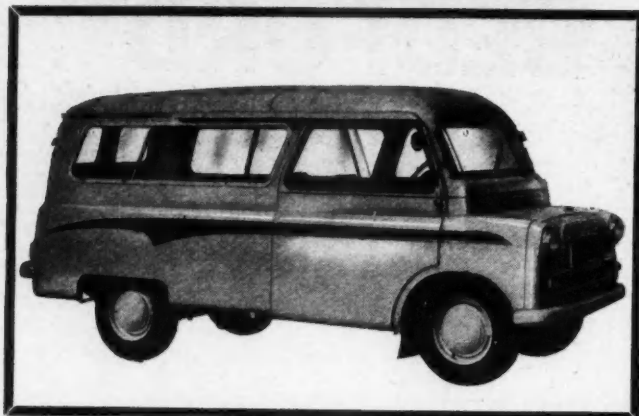
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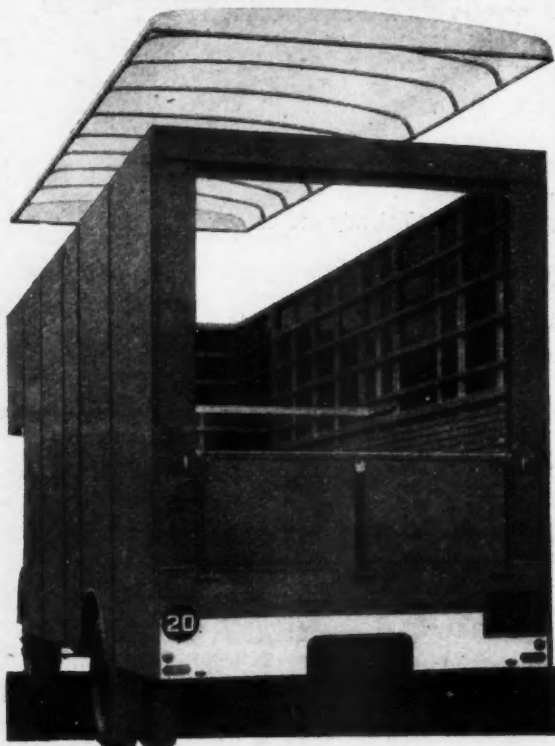
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**one-piece translucent roofs**  
**simple drop-on fixing**  
**for vans of all sizes**



Cascalite van roofs admit 75% of full daylight and are completely weather-proof for there are no seams to leak. Vans of all sizes can be fitted as the roofs are available in any length up to 27 feet and any width up to 7 feet 6 inches. Side and end radii of either 6 inches or 2 inches are available. Body builders everywhere are choosing Cascalite translucent roofs for these reasons:

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#### FLAT SHEETS FOR ROOFING TOO!

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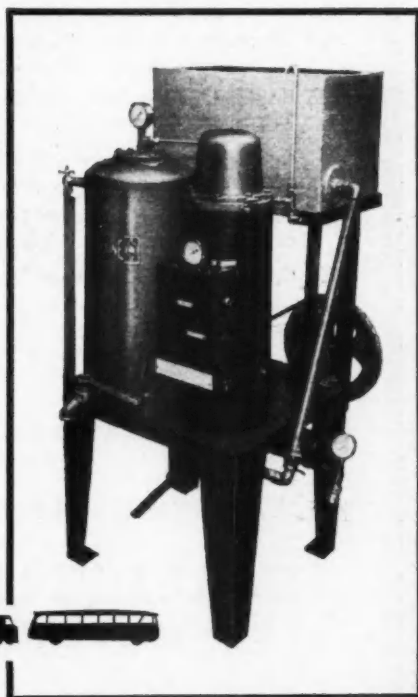
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**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 174. 873-190

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**A.E.C.** Majestic, twin steer, 1.12.57, £1,750.  
**A.E.C.** Mercury, 6.6.56, £1,050.  
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**MILBURN MOTORS, LTD.,** 51-79 Milburn St., Glasgow, N.1. Bell 0073. 873-348

**A.E.C.** Matadors, ex-W.D., unregistered, from £750.  
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**A.E.C.** 6 x 6 chassis, reconditioned throughout, 9.6 engine, air brakes, etc., good tyres.  
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### Used Goods Vehicles (contd.)

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**1955** ALBION Reiver 6-wheel platform lorry, Albion engine, £1,250.  
**1957** ALBION Reiver 6-wheel platform lorry, Albion engine, £1,250.  
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**1957** ATKINSON L1786 8-wheeler, 6LW, new 24-ft. 6-in. flat, good tyres, fitted automatic lubrication.  
**1954** ATKINSON T746 tractor, 6LW, Universal fifth wheel coupler, vacuum brakes.  
**RYLAND GARAGE, LTD.,** Ryland St., Birmingham. 16. Edgbaston 4501-5. 873-114

**1955** ATKINSON Twin Steer 6-wheeler, with 22-ft. body, 6LW engine, unladen weight 3 tons 9 cwt, in very good order.  
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**W. VASS, LTD.,** Amphil, Bedford. Amphil 3255. zzz-912

### CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

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### Used Goods Vehicles (contd.)

#### CAR MART, LTD.

SIX MONTHS' GUARANTEE  
WHERE STATED.

**1953** AUSTIN 3-ton Luton van, approx. 900 cu. ft., £345.  
**1958** AUSTIN 3-ton normal-control drop-side truck, guaranteed, £575.  
**1956** AUSTIN 3-ton B.M.C. diesel Luton van, approx. 1,450 cu. ft., £675.  
**1959** AUSTIN A35 van, guaranteed, £345.

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**1958** AUSTIN A50 Martin Walter Uteleon, guaranteed, £595.  
**1957** AUSTIN LDO1 1-ton B.M.C. diesel van, £395.  
**1958** AUSTIN A95 Countryman, heater, 17,400 miles, £875.

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First Post **MONDAY, SEPT. 12**

**SHOW REPORT SEPT. 23 ISSUE**

First Post **MONDAY, SEPT. 19**

**SHOW TECHNICAL REVIEW**

SEPT. 30 ISSUE

First Post **MONDAY, SEPT. 26**

Telephone instructions can be received  
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All instructions should be addressed to  
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"The Commercial Motor,"  
Bowling Green Lane, London, E.C.1.  
TERMINUS 3636

Please post your Advertisements early

Used Goods Vehicles (contd.)

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SEVEN SISTERS ROAD, TOTENHAM,  
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Phone, Stamford Hill 8000.

MAIN retail dealers for AUSTIN commercial vehicles and sole distributors for Thornycroft commercial vehicles for London and Home Counties North of the Thames.

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**IMMEDIATE DELIVERY.**

NEW AUSTIN, new type, 30-cwt. diesel, 550-cu.-ft. Luton van, in primer.

NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.

NEW AUSTIN Omnicoach, in primer.

NEW AUSTIN 3-ton normal-control, diesel drop-side truck.

NEW AUSTIN Gipsy, soft-top, diesel.

NEW AUSTIN 5-ton normal-control, diesel drop-side truck.

1955 AUSTIN 3-ton, 3.4 diesel, 1,150-cu.-ft. Luton van, a reconditioned engine has been fitted and comprehensive mechanical overhaul completed.

1955 AUSTIN A40 van, green. 873-56

1957 AUSTIN Omnitruck, blue, £275.

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DODGE distributors and AUSTIN main dealers.

1957 AUSTIN 15-cwt. pick-up, low mileage, immaculate condition, £340.

1951 AUSTIN pick-up, good condition, £125.

1947 AUSTIN 800-cu.-ft. Luton van, £125.

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AUSTIN 7-ton diesel chassis-cab, fitted with power steering, 8.25 x 20 tyre equipment.

AUSTIN 5-ton primemover diesel fitted with 2-speed axle, 7.50 x 20 tyre equipment.

AUSTIN 30-cwt. 5-ton, 3-ton and 4-ton chassis-cabs.

THE above vehicles for immediate delivery.

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COTSWOLD HAULAGE (Sales), East St., Farnham, Surrey, Phone, Farnham 4049, day or night. 873-90

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AUSTIN COMMERCIAL DEALERS.

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NEW AUSTIN 13-seater Omnicoach.

NEW AUSTIN 10-cwt. pick-up truck.

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PART-EXCHANGES. HIRE-PURCHASE.

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Used Goods Vehicles (contd.)

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Burgh Heath 7117 and 7118.

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NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.

NEW AUSTIN Omnivan, primer, immediate delivery.

1958 AUSTIN 10-cwt. 101 van, £275.

1958 10-cwt. A55 van, £350. 873-262

1959 August, AUSTIN A50 van, green, one owner, £385.

1956 AUSTIN A40 10-cwt. van, reconditioned engine, £195.

UTO SALES AND SERVICES, LTD., Burgh Heath. 873-288

A Surrey. Phone, Burgh Heath 2059.

1957 AUSTIN Omnitruck, blue, £250. H. Taylor and Co. Elmbridge 0081. 873-167

1959 10-cwt. Model 101 van, in very clean condition. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3353. 873-412

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FOR YOUR NEW OR USED BEDFORDS BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE.

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A number of 1957 BEDFORD 8-ton 300 diesel tractors, Scammell coupling, and 23-ft. flat trailers, well maintained and in first-class condition throughout.

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Used Goods Vehicles (contd.)

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BODIES of light aluminium alloy with walk-in boards, low floor height, on the popular BEDFORD diesel, normal control, low-frame chassis and pleasing appearance, unladen weight approximately 18 cwt.

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NEW BEDFORD 5-ton normal-control 179-in.-base chassis-cab, diesel.

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NEW BEDFORD 12-seater Utilibrake.

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NEW BEDFORD tippers from stock.

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1957 BEDFORD 6-ton normal-control 5-cu.-yd. van tipper, Bedford 300-cu.-in. diesel engine, £375.

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BEDFORD 5-ton short-wheelbase tipper, £395.  
5-ton short-wheelbase tipper, £325.  
BEDFORD 7-ton truck, new body, R6, £565.  
BEDFORD 7-ton truck, £395.  
BEDFORD 7-ton short-wheelbase U tipper, £195.  
BEDFORD 7-ton R6 diesel tipper, long-wheelbase, £625.  
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Phone, Leambridge 477.

958 BEDFORD 6-ton long-wheelbase, Bedford diesel, drop-side truck, £695.  
COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 873-173

NEW 12-ton BEDFORD tractor unit, 350-cu.-in. diesel engine, 5-speed gearbox, 2-speed axle, Tacker D.S. axle-release coupling, list price.  
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957 BEDFORD diesel forward-control 7-ton platform lorry, exceptional condition, including new 6675.  
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954 BEDFORD 5-ton long-wheelbase drop-sided truck, very clean, £250.  
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Phone, Trafford Park 3311. 873-323

NEW 7-ton BEDFORD 300-in. diesel, 500 miles only, 2-speed axle, 18-ft. 6-in. drop-side truck, various extras, £1,300.

1954 BEDFORD 5-ton P6 diesel 15-ft. boxvan, all-new tyres, £395, Edgware 2572. 873-283

1959, October, BEDFORD 300 diesel 7-ton long chassis, 18-ft. drop-side truck with tilt, 900 x 20 tyre equipment, 3-piece wheels, fitted heater, flashers, etc., low mileage, cost £1,565, will accept £1,025, o.n.o. Cop 4777, 4713. 873-264

IMMEDIATE delivery new 10-, 12- and 15-cwt. CA vans, Ullatrake, Farmers and standard, pick-ups, trucks, 7 ft. or 8 ft. tippers, 360 cu. ft. pantechinon, long-wheelbase diesel truck, Deferred terms, exchanges, Real, Medland and Wilks, Bridgewater. Phone 2639. 873-376

1955 BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £350, or terms arranged.  
1954 BEDFORD P6 diesel 5-ton short-wheelbase hydraulic tipper, £285.

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1955 5-ton light-alloy boxvan, 660 cu. ft., P6 engine, flat floor, excellent condition throughout, one owner, choice of two.  
1956 5-ton light-alloy boxvan, 660 cu. ft., P6 engine, wheel boxes, excellent condition throughout, one owner. 873-520

1958, November, BEDFORD CAV van, carefully used, £325. Below.  
1957 BEDFORD CAV van, unmarked, £295.

DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175 873-478

SPARSHATTS, Millbrook, Southampton 72596.

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QUANTITY of 1959 BEDFORD tippers, S and J type.  
WOODCOCKS TRANSPORT (MIDLANDS), LTD., Swadincote. Phone, Swadincote 7051. 873-460

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NEW 16-ft. 6-in. platform body to suit B.M.C. £100.

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## Used Goods Vehicles (contd.)

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1958 B.M.C. diesel 7-ton long-wheelbase truck, 18-ft. drop-sided body, power steering, 2-speed axle, in absolutely immaculate condition, very low mileage, almost as new, £750.  
Also other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 873-191

B.M.C. 3-ton forward-control chassis and front-end diesel, plus seat and delivery, absolutely new, for immediate delivery, £840 12s. 6d. Wokingham Pantechnicon, 26 Sturges Rd., Wokingham, Berks. Phone 418. 873-150

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COMMER, 10-ton 6-wheelers, 24-ft. platform, 9,000 x 20 tyres, air brakes, etc., arica, tippers, vans.  
PARKSIDE GARAGE, "The Commer People," Hford 0032. Prompt delivery. 874-8999

COMMER, P6 Perkins, Scammell attachment, 1950, BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 875-9041

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EARLY DELIVERY OF ALL  
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7 CWT. TO 12 TONS.

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NEW COMMER Unipower 6-wheel short-wheelbase tipping chassis-cab, TS3 diesel, 5-speed box, 900 x 20

NEW COMMER 7-ton 13-ft. 6-in. chassis-cab, TS3 diesel, 5-speed box, 900 x 20 tyres.

NEW COMMER 7-ton 9-ft. 7-in. tipper, complete TS3 diesel, 900 x 20 tyres, 5-speed box, air brakes.

NEW COMMER 7-ton 9-ft. 7-in. tipping chassis-cab, 900 x 20 tyres, air brakes.

NEW COMMER 11-ton super-capacity van, petrol or diesel engine, in primer.

NEW COMMER 15-cwt. 12-seater p.s.v., petrol or diesel, with certificate of fitness.

1956 COMMER Q4 flat-platform lorry, petrol engine, 34 x 7 tyres, in excellent condition, mechanically perfect, £325.

1959 COMMER Cob 7-cwt. with rear fold-out seats, low mileage, £375.

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1958 COMMER TS3 6-wheeler, 22-ft. body, air brakes, Boys third axle, in really first-class order, £1,240.  
1958 COMMER TS3 long-wheelbase 4-wheeler, 18-ft. body, in very good order, £700.  
1957 COMMER TS3 8-yd. tipper, in excellent running order, £625.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 873-203

1952 COMMER 2-ton 4-cu.-yd. tipper, £145.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 873-171

1958 COMMER TS3 with Boys axle, bulk tipper, good condition, £1,950.

1956 TS3, 18-ft. 8-in. wood and alloy platform, very good condition, £850.

SPARSHATTS, Millbrook, Southampton 72596. 873-315

1960 COMMER TS3 medium-wheelbase tipper, air brakes, 5-speed box, 8,000 miles only, as new, £1,300.

CARDALE GARAGE, 269 Carlton Rd., Nottingham 52034. 873-160

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4266-5. 873-223

1956 COMMER TS3 diesel, long wheelbase, excellent tyres, good chain vehicle, £500.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich. Phone, Wednesbury 0470. 873-234

1960 KARRIER light diesel, 3-4 tons.

1953 COMMER Superpole truck, in good condition, £250.

1958 COMMER TS3 truck, low mileage, guaranteed, £975.

1957 COMMER 3-4-ton Superpole vans, clean interior, coachbuilt body, standard cab, low mileage, excellent mechanical condition, works maintained.

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NOVEMBER, 1957, COMMER TS3 6-wheel 22-ft. drop-side lorry, offers.

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1958 COMMER TS3 tractor unit, Scammell coupling, 8.25 x 20 tyres, choice of two, £500 each. 873-510

1957, August, COMMER TS3 7-ton flat lorry, air brakes, 9,000 x 20 tyres, good all round condition, £875. Frederick Ray Ltd., Grovebury Rd., Leighton Buzzard, Beds. Phone 2192 and 2241. 873-476

Used Goods Vehicles (contd.)

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1951 DENNIS Max 7-8-ton platform lorry, 6-cylinder diesel, cab requires repair, mechanically good.  
1948 DENNIS Jubilant 8-wheeler, 24-ft. platform, double drive, mechanically first class, offers invited.  
PRAIRIES (HEREFORD), LTD., Holmer Rd., Hereford, Phone 4221 873-24  
PAX, 18-ft. double-drop-sided, Perkins engine, all in good working condition, £3,200. Blaco Transport 225 Britannia Rd., Ipswich. Phone 77518. 873-428

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ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

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1954 (Late) DODGE 146-AR6, 9.00 x 20 tyres, double-drop-sided body, engine only done 5,000 miles, exceptional, bargain. Leonard Beer and Co., Ltd., Southampton. Totton 2624. 873-9002  
1954 DODGE 145, R6, 18-ft. platform, 8.25 x 20 tyres, £450. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 873-117

DODGE distributors and Austin main dealers.

1952 DODGE 1,350-cu.-ft. pantechinon, petrol, good condition, £175.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 873-174

1951 105 P6 drop-side truck, superb condition throughout, low mileage, new tyres.

COMPLETELY overhauled 103 P6 tipper, steel body, £950.

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1956 DODGE 6-wheel long-wheelbase diesel platform truck, Boys extension.

JEFFREYS COMMERCIAL MOTORS.

NEATH ROAD, SWANSEA.

Phone 7288 and 71859.

BRANCHES AT NEATH AND PORT TALBOT.

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1956 DODGE 7-ton, extended chassis, 19-ft. body, R6 engine, 2-speed axle, 9.00 x 20 tyres, £725, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 873-421

1957 New DODGE 7-tonner, Eaton 2-speed rear axle, 900 x 20 tyres, heater, flashers, in first-class condition, £525. E. H. Pickford and Co., Ltd., 39 Duffield Rd., Derby, 47007-8-9. 873-3849

E.R.F.

1957 E.R.F. 6-wheeler, 23-ft. alloy body, 6LW engine, double drive, in exceptionally good order.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 873-201

1958, April, E.R.F. twin-steer 6-cylinder drop-side truck, one owner, D20 tyres, excellent condition, works maintained. Johnson Transport, Tunstall, Stoke-on-Trent. Phone, Stoke-on-Trent 88841; after hours, Huddall 2353. 873-208

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £295 or H.P. arranged.

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THREE 1947 FODEN 8-wheelers, double-axle drive, 40 x 8 tyres, £285 each.

1943 FODEN 6-wheeler, double-axle drive, £250.

AUTOREX (LIVERPOOL), LTD., Holmes Lane, Liverpool, 21. Phone, Waterloo 2321. 873-446

1953 FODEN lona-wheelbase 4-wheel tipping lorry, 5LW Gardner engine, all-alloy body, 17 ft. x 7 ft. 9 in. x 2 ft., 9.00 x 20 tyres, good all round, sound mechanically, with splendid appearance, £995. Frederick Ray, Ltd., Grovebury Rd., Leighton Buzzard, Beds. Phone 2192 and 2241. 873-475

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1957 THAMES 4D drop-side tipper, in exceptional condition, including four new tyres, £435. Blaco Transport, 225 Britannia Rd., Ipswich. Phone 77518. 873-427

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381-389 WEST GREEN ROAD, LONDON, N.15.

Phone, Bowes Park 6821.

OFFER NEW LUTON VANS

FOR

EARLY DELIVERY.

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Used Goods Vehicles (contd.)

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7-TONNERS.

NEW HYDRO-VAC BRAKES.

IMMEDIATE DELIVERY.

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FORD DISTRIBUTOR.

156-182 BRISTOL STREET.

BIRMINGHAM, 5.

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1960 THAMES Trader 6D 7-ton long-wheelbase truck, 9,000 miles in very nice order, with 9.00 x 20 tyres, 18-ft. body, bargain, £875.

1960 THAMES Trader 6D 7-ton tipper, 8-yd. body, very low mileage, bargain, £875.

1959, August, THAMES Trader 6D long-wheelbase 7-ton truck, 18-ft. body, very low mileage, £825.

ALSO a number of other good Trader tippers and flats in stock.

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LUTON vans. Several FORD 4D and P6 1,350 to 1,750 cu. ft., 1955-1957.

WE have a large selection, details of which will be sent on request. Hire-purchase, 10% deposit, balance over three years.

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49 STAMFORD HILL, N.16.

Sta 3434. 873-108

NOVEMBER, 1958, THAMES 4D articulated unit, as new, 10,000 miles only, 25 m.p.h., £675. Wicks, 172 Windham Rd., Bournemouth 37013. 873-138

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FORD DISTRIBUTORS.

256-278 BOROUGH HIGH STREET, S.E.1.

1955 10-cwt. THAMES van with Luton body, £195.

PHONE, WATERLOO 5991. 873-136

1959 FORD 7-cwt. van, with extras, £330.

1956 THAMES 5-ton 4D long-wheelbase drop-side truck, good condition, £375.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 873-172

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TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered ex-works for early delivery, £1,170.

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1955 THORNYCROFT Trusty Special, 17-ft. 6-in. drop-sided body, 9.00 x 20 tyres, in excellent condition.

NEW BEDFORD 12-ton tractor, Scammell coupling, Leyland engine, 5-speed box.

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1957, October, FORD Trader 4D, long-wheelbase 3-ton drop-side flat, £525.

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1957 BEDFORD 7-ton flat, S-type, 300 engine, £650.

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1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £300.

1956 AUSTIN 5-ton flat, diesel engine, £350.

1956 COMMER TS3, 18 ft. 6 in., 9.00 x 20 tyres, £500.

1956 AUSTIN 20-ft. flat, petrol engine, 2-speed axle, £350.

1956 B.M.C. 7-ton long-wheelbase flat, 5.1-litre diesel engine, £500.

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1955 November, FORD 4D 30-cwt. diesel van, standard body, £200.

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1954 BEDFORD 30-cwt. van, Perkins P4 engine, separate cab, £250.

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1952 AUSTIN Luton van, diesel engine, 950-cu.-ft. capacity, £275.

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  - 1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.
  - 1953 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.
  - 1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.
  - 1955 AUSTIN 5-ton tipper, 12-ft. timber body.
  - 1957 AUSTIN 5-ton tipper, 9-ft. timber body.
  - 1953 SEDDON 4-ton tipper, P4, 10-ft. timber body.
  - 1951 MORRIS 5-ton tipper, 5-cu.-yd. timber body.
  - 1958 LEYLAND Comet medium-wheelbase tippers, 14-ft. timber and alloy bodies, choice of six.
  - 1957 LEYLAND Comet medium-wheelbase tippers, 14-ft. timber bodies, choice of two.
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  - 1955 LEYLAND Comet normal-control medium-wheelbase chassis cab only, plus tip gear.
  - 1954 LEYLAND Comet medium-wheelbase 14-ft. timber body.
  - 1948 SEDDON 6-ton P4 10-ft. timber body.
  - 1955 DODGE 7-ton tipper, R6, 13-ft. 6-in. timber body.

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  - 1958 FORD Trader 7-ton artic., 22-ft. Carriamore trailer.
  - 1957 AUSTIN 5-ton normal control diesel, 14-ft. 3-in. timber flat.
  - 1957 COMMER TS3, 19-ft. timber drop-side.
  - 1956 COMMER TS3, 18-ft. timber drop-side.
  - 1956 BEDFORD 7-ton, R6, 16-ft. timber flat.
  - 1956 BEDFORD, normal control, 16-ft. 6-in. timber flat.
  - 1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.
  - 1955 DODGE 6-ton, P6, 16-ft. timber drop-side.
  - 1952 DENNIS Max 20-ft. timber flat.
  - 1956 ALBION Chieftain, 16-ft. 6-in. timber drop-side.
  - 1950 MAUDSLAY 7-ton 20-ft. timber flat.
  - 1948 MAUDSLAY 7-ton 20-ft. timber flat.
  - 1948 MAUDSLAY Twin Steer, 20-ft. timber flat, choice of two.
  - 1954 SENTINEL 7-ton 17-ft. 9-in. timber flat.
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- 1954 ATKINSON 4LW 15-ft. hydraulic tipper, sided truck.
- 1958 FORD Trader long-wheelbase hydraulic sided truck.
- 1956 BEDFORD 7-ton long-wheelbase drop-side truck.
- 1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P.H. B.M.C. 7-ton, Baico extension, 20-ft. flat.
- 1957 DODGE R6 7-ton 15-ft. hydraulic tipper, sided truck.
- 1955 DODGE 7-ton R6 15-ft. hydraulic tipper, E.R.F., rebuilt 24-ft. flat, 6-cylinder G.M.C. engine.
- 1954 FODEN 8-wheel double-drive hydraulic tippers, alloy bodies, choice of three.
- 1952 FODEN 8-wheel double-drive hydraulic reconditioned engine, new tyres.
- 1946 FORD 7-ton Trader, flat.
- 1958 FORD Trader long-wheelbase hydraulic sided truck.
- 1956 FORD D long-wheelbase truck, new engine.
- 1956 FORD D steel-bodied tipper, very clean.
- 1956 LEYLAND Hippo 6-wheel double-drive tipper, respaved.
- 1956 LEYLAND 8-wheel 24-ft. flat.
- 1956 LEYLAND Comet, choice of two.
- 1952 SEDDON long-wheelbase 15-ft. hydraulic tipper.
- 1956 VULCAN hydraulic tipper, 4LW engine.
- 1952 TILLING-STEVENS passenger chassis, fitted 1500 cc. engine, new body with seating for five passengers, TRAILER, 24-ft. flat, double wheels, £275.
- ALL types of bodies built in wood and alloy.

**HIRE-PURCHASE, low deposits and part-exchange.**  
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MAIN FORD DEALERS,  
FINCHILLY.

- 1957 AUSTIN A35 van, £285.
- 1958 Thames 5-cwt. vans from £290.
- 1958 Thames 10-12-cwt. vans from £375.
- 1958 Thames 15-cwt. vans from £350.
- 1958 Thames 12-scater, £475.
- 1957 BEDFORD 10-12-cwt. vans, £275.
- 1958 BEDFORD Utilabrack, £395.
- 1958 MORRIS 13-scater, £485.
- 1957 (October) Thames Trader 5-ton 6D long-wheelbase truck, £745.
- 1957 (November) Thames Trader 7-ton 6D long-wheelbase platform truck, 10,000 miles only, £995.
- ANY of the above available on our genuine rental plan. Your inquiries welcomed.
- 297 BALLARDS LANE, North Finchilly.

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**L. F. DOVE (C.V.), L.T.D.**  
98 LOWER ADDISCOMBE ROAD,  
CROYDON, SURREY.

- LIGHT commercials.**
- 1958 AUSTIN A35 van, £295.
  - 1959 STANDARD 10-12-cwt. Atlas van, blue, £275.
  - 1957 MORRIS 15-cwt. van, petrol, fawn, £295.
  - 1957 AUSTIN 15-cwt. van, black, £300.
  - 1958 AUSTIN 15-cwt. van, grey, £345.
  - 1956 AUSTIN 15-cwt. Omnivan, grey, £235.

- THREE tons and upwards.**
- 1955 AUSTIN 3-ton KM drop-side, diesel, blue, £245.
  - 1955 AUSTIN 3-ton 3K drop-side, diesel, grey, £275.
  - 1956 AUSTIN 3-ton drop-side, diesel, green, £275.
  - 1953 DODGE 6-yd. tipper, petrol, cream-brown, £155.
  - 1953 DODGE 6-yd. tipper, petrol, cream-brown, £155.
  - 1958 MORRIS 5-ton platform truck, diesel, cream, £725.
  - 1956 AUSTIN 7-ton drop-side, diesel, green, £345.
  - 1957 DODGE 7-ton drop-side, diesel, maroon, £345.

NEW unregistered Model 301 AUSTIN diesel 2-ton drop-side truck, list price £825 10s., offered at £745.  
**L. F. DOVE (C.V.), L.T.D., Lower Addiscombe Rd., Croydon, Surrey. Addiscombe 3131 (five lines).** 873-25



## Used Goods Vehicles (contd.)

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CHIPPING SODDBURY, BRISTOL.  
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ORK trailers—Full range nearly always in stock.  
1000 ton tandem axle, up to 27 ft.  
MADE for Gloucestershire, Wiltshire, Somerset, Devon  
and Cornwall.

### NEW VEHICLES.

EDFORD normal-control 7-ton. Telehoist gear and  
steel body, 9.00 x 20 tyres all round, 300 diesel  
engine, single-speed axle, available for immediate delivery  
from stock, £1,500.  
EDFORD 15-cwt. long-wheelbase van, with additional  
passenger seat, in primer, delivery from stock, £493.  
AND ROVER, 88-in. diesel, metal cab, green, £1,575.  
EDFORD 15-20-ton low-loading semi-trailer, 20 ft. in the  
well, S.A.E. coupling, vacuum brakes, £1,575.  
MILKERS.

EDFORD new 4-wheeler with air-discharge equipment,  
and tipping, can be used as an ordinary platform  
truck.  
EDFORD, normal control, 7-ton. Telehoist gear, fixed-  
side steel body, 9.25 x 20 tyres all round, 300 diesel  
engine, single-speed axle, available for immediate delivery  
from stock, £1,404 7s.

EDFORD, forward truck, 7-ton. Pilot single-ram  
tipping, 9.00 x 20 tyres all round, 300 diesel engine,  
single-speed axle, 5-speed, Comet engine, available for  
immediate delivery from stock, £1,957 7s. 6d.  
LION ROVER RE27N, 9.00 x 20, Michelin tyres, 6-  
ton, good box available from stock, chassis and cab,  
£1,125.

### LONG WHEELBASE.

EDFORD 1954 7-ton long-wheelbase, fitted with Balco  
14, wheelbase extension and new 20-ft. platform  
body, R6 Mark II engine, recently fitted, 9.00 x 20  
tyres all round, this vehicle is in exceptionally good  
condition throughout, £800.  
EDFORD 1952 5-ton platform, one owner since  
new, exceptionally good condition throughout, £325.  
EDFORD 1955 5-ton P6 A-type standard drop-side,  
good condition, £300.

EDFORD 1954 A-type 5-ton long-wheelbase drop-side,  
fitted with new Perkins P6 engine, £400.  
EDFORD 1956 7-ton petrol long-wheelbase, aluminium  
platform body with wood floor, £300.  
EDFORD 1955 7-ton petrol long-wheelbase drop-side,  
good condition, £300.

EDFORD 1957 R6, Boys rigid 6-wheeler, 21-ft. plat-  
form body, clean condition throughout, £850.  
EDFORD 1954 7-ton long-wheelbase drop-side, R6  
engine, good condition throughout, £250.

EDFORD 1954 5-ton long-wheelbase petrol chassis and  
cab, fitted with 560 cu. ft. boxvan body, well con-  
dition, 15 ft. 6 in. in bed, 7 ft. 3 in. in  
railroad and doors, £350.

EDFORD 1954 7-ton R6 long-wheelbase, aluminium  
framed body, wood floor, wood double drop-side,  
14 x 20 tyres, factory replacement engine just fitted,  
complete vehicle is in good condition throughout, £575.  
BRISTOL, 1953, 8-wheeler, 24-ft. platform body, in good  
condition throughout, £1,100.

ENNIS 1947 Max, double drop-sides, quite clean con-  
dition throughout, still has a lot of life left, £225.  
ENNIS Stock, 1954, good condition throughout, good  
4-tonner for local delivery, walk-in cab, £250.

MORRIS, 1949, 6 ton, long-wheelbase platform, diesel,  
good condition, all good tyres, £150.  
SENTINEL, 1955, fitted with Gardner 5LW engine  
vertical in the cab, trailing axle 6-wheeler, all good  
tyres, platform body, this engine was fitted new about a  
year ago and the complete machine is in exceptionally  
good condition and performs well, £750.

THORNCROFT Sturdy, diesel, fitted with good cattle  
truck body, £200.

ERF, 1948, 4LK Gardner, 5-speed overdrive box,  
drop-side body, this is an exceptionally  
good example of a machine in ready for immediate  
use, £250.

EDFORD, 1957, 7-ton long-wheelbase double drop-side,  
fitted with Fiat hydraulic 2-ton  
winch loading crane, all in exceptionally good condition,  
£150.

LION, 1957, Reiver, Comet engine, platform, good  
condition throughout, £1,300.

### TIPPERS.

A.E.C. Mercury Mark II, 1956, Pilot twin underbody  
gear, wood fixed side body, in exceptionally  
good condition throughout, ready for immediate hard work,  
£1,250.

LION, 1955, diesel, Chieftain tipper, wood body,  
first-class condition throughout, £625.

EDFORD, 1958, long-wheelbase wood body, Pilot  
twin ram tipper, double drop-sides, Comet engine,  
10 x 20 tyres, £1,000.

EDFORD 1954, 7 ton, R6, U-shaped tipper, good  
condition, £650.

DODGE, 1957, diesel, 205A-PG, 7-ton, normal control,  
wood drop-side tipper, in excellent condition, £725.

EDFORD, 1946, model DG6-12, Gardner 6LW engine,  
recently fitted with a new tipping gear and body, £1,500.

ERF, 1949, 4LW Gardner, standard wood body  
tipper, very careful operator, £750.

MORRIS, 1955, diesel, normal control, short-wheelbase  
tipper, steel body, £350.

MULCAN, 1952, 7 ton, 7GF, 4LW Gardner engine, all  
steel cab, wood drop-side tipper, £350.

EDFORD, 1959, 7 ton, J6, normal control, Telehoist  
tipper, standard 6-yd. body, fitted with  
300 diesel engine, new clutch and gearbox, checked  
throughout completely, all new makers' remould tyres  
£1,250.

EDFORD, 1955, A type, 5 ton, diesel, standard short-  
wheelbase wood body tipper, very clean vehicle, £475.

### TRAILERS AND ARTICULATED.

ERF, 1946 Gardner 5LW, complete with new  
trailer, 20 ft. in the well, 15-20-ton Dyson low-  
loading trailer, S.A.E. coupling, in exceptionally good con-  
dition throughout, tractor unit is ex-well-known C licence  
type, £2,000.

USTIN, 1950, P6, Loadstar tractor unit, 21-ft. Tasker  
trailer, good condition throughout, £425.

USTIN, 1951, petrol, Loadstar, fitted with 21-ft.  
Tasker trailer, good condition, £350.

(Continued in next column)

## Used Goods Vehicles (contd.)

### CRANES.

RANSOME Rapier, 6-ton, petrol-electric mobile crane,  
in good condition throughout, Morris Industrial petrol  
engine, £700.  
BEDFORD, 1957, 7-ton long-wheelbase double drop-side,  
R6, fitted with Hiab hydraulic 2-ton capacity fully  
slewing loading crane, all in exceptionally good condition,  
£1,150.  
NEW Coles 10-ton Regis diesel-electric crane, mounted  
on a 1953 Foden double drive, 8 wheel, chassis and  
cab, £7,750 complete.

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WEST END GARAGE,  
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DODGE AND TROJAN DISTRIBUTORS.

1951 MAUDSLAY Mustang, choice of two.

1959 7-ton FORD Trader tippers.

1950 DODGE 7-ton twin-steer tipper.

1958 DODGE 7-ton platform, 2-speed Comet engine.

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1957 Thames 4D 4-ton drop-side lorry, one owner,  
£265.

1957 MORRIS J2 boxvan, one owner, painted blue,  
£285.

1957 KARRIER Bantam tractor unit,  
diesel, first-class condition, one owner.

1954 KARRIER Bantam lorry, petrol, one owner,  
good condition and tyres, £195.

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AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D Balco extension chassis, fitted  
with 1,300-cu.-ft. Luton body.

NEW FORD 7-ton Trader, fitted with 9.00 x 20.  
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.

NEW 5-ton 6D long-wheelbase truck.  
Model 7-ton AUSTIN chassis-cab, one owner,  
C licence, £800.

1958 B.M.C. 10-ton tractor unit, fifth-wheel coupling,  
£625.

1957 AUSTIN 15-cwt. Omnivan, C licence, choice of  
25, £270 each.

1956 FORD 4D short-wheelbase hydraulic tippers,  
Anthony hoist, steel body, £250 each.

1954 BEDFORD 7-ton S-type long-wheelbase truck,  
excellent condition, £245.

HIRE-PURCHASE arranged.

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1958 B.M.C. 5-yd. tipper, timber body, good tyre  
equipment, can be described above-average con-  
dition.

1957 COMMER TS3, fitted with platform body,  
900 x 20 tyre equipment, air brakes, one owner.

1957 ALBION Claymore, fitted with platform body,  
in good condition throughout.

1956 SEDDON diesel, fitted with platform body, de-  
luxe cab, one owner.

1956 SEDDON diesel 6-yd. tipper, 825 x 20 tyre  
equipment, one owner.

1956 BEDFORD, P6 diesel, long-wheelbase platform  
body, fitted with cattle container, including  
double decks and loading ramps, in excellent condition, one  
owner.

1955 BEDFORD, P6 diesel, fitted with 16-ft. plat-  
form body, in excellent condition throughout.

1954 SEDDON diesel Mk. 12, fitted with 18-ft. plat-  
form body, high tailboard, modified R6  
engine, 18,500 twin speed axle, 900 x 20 tyre equipment,  
one C licence owner.

1953 SEDDON diesel Mk. 5/L, fitted with platform  
body, in good order and condition.

1952 LEYLAND Comet, fitted with large Luton van-  
type body, in excellent condition, one owner.

ALWAYS IN STOCK, DIESEL-PETROL  
VEHICLES FROM £100-£200.

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(The Supplement)

## Used Goods Vehicles (contd.)

### THE MILLBURN ORGANIZATION.

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COMMERCIAL AND PASSENGER VEHICLE  
SPECIALISTS.

EARLY DELIVERY ALL MODELS.

### NEW ALBION

REIVERS, CHIEFTAINS, CLAYMORES AND

FORD THAMES TRADERS.

1958 ALBION Clydeale, 21-ft. 6-in. platform body,  
alloy sides, full-vin on cab, 6-p.d. gearbox,  
9.00 x 20 tyres, as new, all in exceptional condition.

1957 ALBION Clydeale 20-ft. flat, Comet engine,  
Fibreglass cab, excellent condition throughout,  
including tyres.

1956 ALBION Reiver, 6-wheel double-drive, 21-ft.  
6-in. platform body, good order throughout,  
October, A.E.C. 9.6 Majestic twin-steer plat-  
form lorry, air brakes, good order throughout,  
unladen weight 5 tons 14 cwt. 56 lb.

1955 July, LEYLAND Comet 90 hydraulic tipper,  
10-cu.-yd. all-metal body, unladen weight  
4 tons 5 cwt.

1953 ALBION Chieftain, body rough, unladen weight  
2 tons 19 cwt. 98 lb., best offer over £380.

1952 Vanguard van, new d.f.f., good order.

1952 E.R.F. 5LW unit, good order throughout,  
including cab and 18-ft. flat and tyres, as new,  
unladen weight 4 tons 18 cwt. 28 lb.

1951 SEDDON tractors, 2-speed axles, Scammell  
attachment. A number to choose from.

1951 LEYLAND Comet 90, 2-speed axle, 16-ft. 6-in.,  
platform body, ex brewer.

1950 FORD Thames petrol lorry, 14-ft. platform,  
unladen weight 2 tons 17 cwt. 67 lb.

1950 COMMER (petrol), 5 tons, fitted 2-tier sheep  
float, good order, unladen weight 3 tons 4 cwt.  
34 lb.

1949 MAUDSLAY Meritor 8-wheel double-drive  
chassis and cab only.

1949 ATKINSON 4LW unit platform lorry, good  
order, unladen weight under 3 tons.

1948 SEDDON P6 unit platform lorry, good runn-  
ing order, unladen weight 2 tons 17 cwt. 67 lb.

1948 LEYLAND Comet platform lorry, good order,  
ex-brewery.

1948 A.E.C. Malador, 9.6 power unit, booster box,  
18-ft. 6-in. platform body.

### ENGINES.

A.E.C. 7.7 engines from £50 each, Leyland 7.4,  
8.6 Leylands from £35 each.

### MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON,  
PRESTON, LANCs.  
Phone, Longton, Lancs, 3255-6.

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NEAR PONTERFRACT.

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1952 BEDFORD platform, petrol.

COMMER TS3, 1957, with 22-ft. platform body and  
rear axle.

FORD 4D 1955 5-ton with drop-side body.

1952 BEDFORD 5-ton 1956 tipper, petrol engine.

ALBION FT3, 1951, drop-sided body.

LEYLAND Octopus 1950 8-wheel chassis and cab.

ALBION Reiver, 1956 and 1957, choice of two, Leyland  
engine.

ALBION Chieftain, 1956, 18-ft. platform body.

ATKINSON 6-wheeler, 6LW engine, 1948.

FORD 4D 1956 long-wheelbase tipper.

TERMS AND PART-EXCHANGES.

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ATKINSON, AUSTIN, FORD, DODGE.

1958 FORD Thames 4D complete with 14-ft. 6-in.  
detachable container.

1956 FORD Thames 4-cylinder diesel, 15-ft. platform  
body.

1956 DODGE 6-ton diesel, 2-speed axle, 17-ft. 6-in.  
platform body.

1955 SEDDON 6-ton diesel, 16-ft. drop-sided body.

1955 BEDFORD 5-ton platform, P6 diesel.

1954 BEDFORD 7-ton, R6 diesel, 16-ft. 6-in. alloy  
body.

1952 THORNCROFT short-wheelbase tipper, R6  
diesel, overhauled.

### PRAILLS (HEREFORD), LTD.

HOLMER ROAD,

HEREFORD.

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**B.M.C.**

- 7-TON long-wheelbase diesel drop-side truck (new), immediate delivery.  
1956 7-ton long-wheelbase diesel 20-ft. platform truck, £650.  
1956 5-ton long-wheelbase diesel drop-side truck, £650.

**COMMER.**

- 1957 7-ton diesel TS3 long-wheelbase platform truck, £850.  
1955 5-ton Superpoise diesel long-wheelbase alloy body, petrol (new engine), £325.

**BEDFORD.**

- 1959 BEDFORD 4-ton diesel platform, 12,000 miles, £675.  
1944 BEDFORD 5-ton long-wheelbase drop-side petrol truck, £85.

**MAUDSLAY (A.E.C. ENGINE).**

- 1949 8-ton forward-control diesel drop-side truck, £295.  
1948 8-ton forward-control diesel 20-ft. drop-side body, £275.  
1948 8-ton forward-control diesel drop-side truck, £295.

**AUSTIN.**

- 1954 5-ton diesel Loadstar platform truck, £295.  
1952 5-ton Loadstar petrol tipper (new engine), £250.  
1946 5-ton diesel low-loading furniture van, £250.

TERMS ARRANGED. OTHER VEHICLES TO CLEAR.  
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HORSHAM, SUSSEX.

Phone 4331.

- 1955 BEDFORD 7-ton long-wheelbase platform truck, engine overhauled, £355.  
1954 AUSTIN Loadstar 3-ton drop-side truck, in grey primer, engine just completely overhauled, £375.  
1956 FORD Thames 4D 157-in.-wheelbase drop-side truck, heavy-duty frame and 5-ton springs, £375.  
1953 BEDFORD 4-ton insulated meat van, alloy floor and roller shutter, £215.  
1956 DODGE 6-ton truck, new P6 engine, recently fitted, in good condition, £400. 873-414

**MAYDAY MOTORS, L. TD.**

DODGE DISTRIBUTORS.

**EARLIEST DELIVERY ALL MODELS.**

- NEW AUSTIN Gipsy (diesel), £675.  
NEW AUSTIN 15-cwt. Omnivan, in primer, spare, £510.  
NEW STANDARD Atlas 10-12-cwt. van, extras, painted yellow.  
1959 AUSTIN Omnicauch, pale blue, excellent condition, £495.  
1958 Thames 10-12-cwt. van, taxed, cheap at £340.  
1958 STANDARD 6-cwt. pick-up truck, low mileage, unwritten, £275.  
1957 DODGE normal-control (Model 205 P6) long-wheelbase tipper, £690.  
1956 BEDFORD 10-12-cwt. van, £250.  
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, £650, choice of two.  
1955 DODGE 6-ton short-wheelbase diesel tipper, 6-cu. yd. alloy body, £525.  
1955 Thames 5-cwt. van, 2-ton, extras, excellent condition, £245.  
1954 AUSTIN 2-3-ton petrol truck, very clean, £150.  
1953 AUSTIN A40 van, black, £160.  
1952 Thames 5-ton tipper (diesel), £190.  
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 873-487

**PETERBOROUGH ENGINEERING CO., L. TD.**

- 1959 Thames 6D short-wheelbase tipper, 7-cu.-yd. body, immaculate, £900.  
1957 BEDFORD S 300 diesel long-wheelbase drop-side truck, in good condition, £650.  
1957 BEDFORD S 300 diesel long-wheelbase tipper, twin front main gear, £600.  
1955 DODGE 146AR6 drop-side truck, clean, £600.  
1951 LEYLAND Comet 90 long-wheelbase, light alloy platform body, £550.  
1952 ALBION HD57 double drive 8-wheeler, air brakes, 24-ft. platform, £700.  
1949 Chieftain, good runner, £180.

**36-42 EYE ROAD,**

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**Used Goods Vehicles (contd.)**

**COVENTRY AND JEFFS, L. TD.**  
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**FOR DELIVERY NOW**

**SEDDON DIESEL**  
SEVEN TONNER

- 20-FT. treble drop-side, Leyland engine, 6-speed gear-box, cab heater, flashing direction lights, helper springs, etc., list price.  
6½ engine, Eaton 2-speed axle, 5-speed gearbox, cab heater, etc., list price.

**WE OFFER DELIVERY NOW**

ON THE FULL RANGE OF DODGE TRUCKS.

**SHORT AND LONG WHEELBASE.**

**CLEAN USED SECOND-HAND TRUCKS.**

- 1957 DODGE standard 7-ton drop-side truck, well tired all round, one owner, in first-class condition, £650.  
1957 ALBION FT101 model 136 all metal tipper body, this truck is in first-class condition all round, owner driven from new, £1,100.  
1958 FORD Thames standard tipper, all metal body, general condition good, £900.  
1956 DODGE-SCAMMELL tractor, Perkins P6 engine, Eaton axle, complete with 24-ft. flat platform trailer, £725.

WE MAY HAVE THE TRUCK YOU NEED.

OUR LISTS CHANGE DAILY.

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24 HOUR SERVICE

**STAFFORD STREET.**

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BRISTOL. 3.

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1959 LEYLAND Comet tipper, choice of four.

1954 ALBION Chieftain platform.

1959 COMMER TS3 7-ton tipper.

1954 DODGE 7-ton platform

1955 A.E.C. 4-wheel tipper.

**HIRE-PURCHASE and part-exchanges.**

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CLAY CROSS, DERBYS

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**CAR MART, L. TD.**

SIX MONTHS' GUARANTEE

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- 1958 FORD Escort estate car, guaranteed, £425.  
1959 FORD Thames 15-cwt. van, 16,000 miles, £395.  
1958 LAND ROVER truck and tilt, 88-in. wheelbase, 10,000 miles, £475.  
1957 BEDFORD 25-cwt. diesel Spurling van, guaranteed, £495.  
1957 MORRIS MINOR 5-cwt. van, guaranteed, £295.  
1957 BEDFORD 10-12-cwt. van, guaranteed, £265.  
1955 FORDSON 3-ton 4D diesel long-wheelbase drop-side truck, £425.

**THE CAR MART, L. TD.**

WELSH HARP.

EDGWARE ROAD, N.W.9.

Hendon 6500.

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**MARSTON MOTOR CO., L. TD.**

SEVEN SISTERS ROAD, TOTTENHAM,  
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Phone, Stamford Hill 8000.

MAIN retail dealers for Austin commercial vehicles and sole distributors for Thornycroft commercial vehicles for London and Home Counties north of the Thames.

**USED LUTONS FROM STOCK.**

- 1955 AUSTIN 3-ton normal-control diesel, 1,150-cu.-ft. Luton van.  
1952 BEDFORD passenger-chassis integral pantech-nicon, 1,500 cu. ft., Perkins diesel conversion June, 1958, in grey primer.  
1951 BEDFORD passenger chassis, as above.  
1951 GUY Wolf 3-ton 1,000-cu.-ft. Luton van.

**MISCELLANEOUS USED COMMERCIALS.**

- 1957 BEDFORD Warkabus, red-cream, £375.  
1958 AUSTIN Omnivan, repainted grey, £325.  
1953 GUY Wolf 3-ton P4 diesel 18-ft. double-drop-side truck, £150.  
1950 DODGE 5-ton P6 16-ft. platform truck, £250. 873-57

**Used Goods Vehicles (contd.)**

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**ALBION.**

- 1956 Reiver long-wheelbase drop-side, Comet 9095.  
1950 CX long-wheelbase, platform, £150.  
1949 CX long-wheelbase drop-side, choice of 1945.  
1954 Chieftain 18-ft. double-drop-side, 6-speed £575.

**LEYLAND.**

- 1955 Comet 90, 2-speed axle, alloy drop-side £475.  
1955 Comet 90, 2-speed axle, platform body, £475.  
1950 Comet 75 short-wheelbase tipper, £350.

**FODEN.**

- 1947 8-wheeler tipper, alloy body, 6LW engine, £475.  
1950 6-wheeler double-drive tipper, 6LW engine, £475.  
1953 7-ton, 4LX, 16-ft. 6-in. double drop-side £395.

**B.M.C.**

- 1957 5-ton short-wheelbase tipper, reconditioned engine, £450.  
1956 5-ton petrol long-wheelbase with double-sides and lift-off cattle container, £425.

**USED UNITS.**

- 1956 BEDFORD tractor, Scammell coupling, engine.  
1956 B.M.C. short-wheelbase diesel tipper.  
1950 A.E.C. Matador, 7.7 engine, 20-ft. platform.  
1950 A.E.C. 8-wheeler, 7.7 engine, single-drive body.  
1948 E.R.F. tractor unit with Dyson tandem trailer.  
1958 GUY Warrior long-wheelbase tipper.  
1956 GUY Otter P6 engine tipper, U-shaft Homalloy body.  
1954 THORNYCROFT Trident long-wheelbase form, 21-ft. 6-in. CR6 engine.  
1953 BEDFORD long-wheelbase, P6 engine, 6 side body, 13 ft. 6 in.

SEND FOR DETAILED PRICE LIST OF ALL OUR VEHICLES.

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1958 Thames Trader diesel articulated unit, £600.  
1958 Thames Trader 5-ton long-wheelbase, 2-ton axle, £650.  
1956 THORNYCROFT Sturdy Special diesel, 20 platform, £600.  
1954 BEDFORD 7-ton diesel drop-side, £325.  
1953 DODGE 5-ton diesel flat, £300.  
1953 DODGE diesel artic. unit, Tasker coupled, £225.

NEW Thames Traders for immediate delivery, 7-5-ton and artic. chassis-cabs and 7-cu.-yd. tippers, 873-787

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1959, JUNE. THAMES TRADER, 4D long-wheelbase, L.F. body, £950.  
1954, APRIL. BEDFORD 7-ton diesel long-wheelbase tipper, 10-ft. aluminium body, £475.  
All above have low mileage and are in excellent condition.  
1947, SEPTEMBER. FODEN 8-wheeler, 6LW engine, 40 x 8 tyres, 25-ft. body, £450.  
1946, OCTOBER. AUSTIN 5-ton horse or cattle truck, £175.

The above vehicles have three months written guarantee on all mechanical parts, otherwise less £50.

EXCHANGES—INSURANCE.

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**LBION** Reiver RE27N.  
**LBION** Reiver RE25L.  
**LBION** Reiver RE25N.

**E.C.** Mercury 17-ft., 3-in., 13-ft. 6-in. and 11-ft.  
 6-in. chassis and cab.  
**FORD** Traders, 160-in. wheelbase,  
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**LEYLAND** Beaver tractors, 14B/10, fifth-wheel coupling.  
**LEYLAND** Comet tractors 2CS3/5R for fifth-wheel  
 coupling.  
**LEYLAND** Comet CS3/3R..

**LEYLAND** Octopus 24/04.  
**E.C.** Mk. III passenger chassis, fitted pantech-  
 nicon 2,000-cu.-ft. body.  
**NEW 12-ton SCAMMELL** trailers, fitted fifth-wheel  
 coupling.  
**NEW 15-ton B.T.C.** trailers, fitted fifth-wheel coupling.  
**LBION** Caledonian 8-wheeler.

### USED 8 WHEELERS.

**NOVEMBER, 1958, FODEN** 2-stroke, fitted with  
 12-speed box, immaculate condition.  
**A.E.C.** 6, double drive, fitted 26-ft. 3-deck  
 sheep container.  
**1953 ATKINSON**, 6LW, double drive, 24-ft. drop-  
 LEYLAND 8-wheeler.  
**1952 ATKINSON** 8-wheeler, 24-ft. flat.  
**1950 MAUDSLAY** 8-wheeler, fitted with 6LW,  
 double drive.  
**1947 E.R.F.** 8-wheeler, 6LW, double drive.  
**1956 E.R.F.** 6LW, double drive, 24-ft. flat alloy  
 bodies; choice of two.

### USED TIPPERS.

**1958 BEDFORD**, fitted Leyland Comet engine, 9.00  
 x 20 tyres, 15-ft. 6-in. alloy body.  
**NOVEMBER, 1957, LEYLAND** Comet, Eaton 2-speed  
 axle, fitted with double-ram gear and 15-ft. wood  
 body.  
**1956 ALBION** Chieftain, fitted 9.00 tyres, 15-ft. 6-in.  
 alloy body, reconditioned engine.  
**1952 ALBION** HD model 8-wheel tipper.  
 (Rebuilt) **FODEN**, fitted new gear and 20-ft.  
 wood body in 1959.  
**A.E.C.** 6, fitted with new Milshaw gear and  
 17-ft. 6-in. fixed-sided alloy body.  
**1949 ATKINSON**, 6LW, double drive, 40 x 8 tyre  
 equipment, fitted gear and wood bodies, suit-  
 able for coal.  
**1956 BEDFORD** 7-ton long-wheelbase, R6 engine,  
 900 x 20 tyres.

### USED TWIN-STEERS AND 6-WHEELERS.

**1954 E.R.F.**, 5LW, 22-ft. flat.  
**1947 MAUDSLAY** 7.7.  
**1946 ATKINSON** 5LW double-drive,  
 unit, 6LW.

### USED ARTICULATED VEHICLES.

**1956 FODEN** tractor, 6LW, on Michelin D20 tyres,  
 fitted with Darlington power winch and Crane  
 trailer, 15 ft. 6 in. (14-ply) tyres, good condition throughout.

### USED 4-WHEELERS.

**SEPTEMBER, 1959, FODEN** 2-stroke, 6-speed box,  
 20-ft. flat.  
**1959 COMMER** 2-stroke, flat-platform body, 9.00 x  
 20 tyre equipment.  
**1957 BEDFORD**, fitted Leyland reconditioned engine,  
 drop-side, 9.00 x 20 tyres.  
**1956 BEDFORD**, fitted with Bedford 300 c.c. diesel;  
 choice of two.  
**1956 FODEN** 2-stroke, 20-ft. flat.  
**A.E.C.** Monarchs, fitted with 20-ft. bodies,  
 immaculate condition; choice of four.  
**1954 ALBION** Clydesdale, fitted with 20-ft. flat  
 platform.  
**1949 A.E.C.** medium-wheelbase chassis and cab,  
 ex-Shell-Mex; choice of six.  
**1957 FORD** 5-ton, drop-sided body,  
 15 ft. 6 in.  
**1956 DODGE** 7-ton long-wheelbase, R6 engine, 9.00  
 x 20 tyres.  
**1955 LEYLAND** Comet, Eaton 2-speed axle, alloy  
 drop-sided body, 9.00 x 20 tyres, 18-ft. 6-in.  
 body.

### USED CONCRETE MIXERS.

**1953 A.E.C.** 9.6, double drive, fitted Ransome and  
 Rapier 61-cu.-yd. mixers; choice of two.

(Continued in next column)

## Used Goods Vehicles (contd.)

### USED TRACTORS.

**1957 BEDFORD** tractor, Leyland engine, with 23-ft.  
 Scammell trailer.  
**1953 LEYLAND** Comet 90 tractor, Scammell fitting,  
 23-ft. trailer.  
**1952 ALBION** HD tractor.  
**SPARES** for all types of commercial vehicles, including  
 engines, gearboxes, back axles, etc.  
**NEW** trailers in stock by Scammell, Dyson and  
 Carrimore.

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**FORD AGENTS,**  
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**NEW FORD** 6D 7-yd. tipper, Edbro body and hoist,  
 latest Hydovac braking, 9.00 x 20 tyres, flashers,  
 heater, £1,448 10s.  
**NEW FORD** 4D 5-ton lowline chassis and cab, flashers  
 and heater, £982 10s.  
**1960 LEYLAND** Octopus, three months old, 25-ft.  
 triple drop-side, £3,250.  
**1960 FORD** Trader 6D 17-ft. drop-siders, low mile-  
 age, £825, choice of three.  
**1954 LEYLAND** Comet 10-ton bulk flour lorry,  
 latest twin Rootes blowers, etc., 30 tons per  
 hour discharge, repainted, £3,000.  
**1954 LEYLAND** Comet 9-ton bulk powder lorry,  
 fitted Homalloy Airflow body with discharge  
 at rear, £550.  
**1956 COMMER** TS3 18-ft. platform, £575.  
**1956 DODGE** 8-ton heavy Model 3146, R6 II engine,  
 18-ft. platform, £430.  
**1956 MORRIS** diesel forward-control 1,200-cu.-ft.  
 all-alloy pantechicon, £575.  
**1956 DENNIS** Pax, diesel, 6-ton, 17-ft. drop-sider,  
 £395.  
**1956 B.M.C.** 25-cwt. diesel pick-up with 10-ft. drop-  
 sides, £295.  
**1956 B.M.C.** 2-3-ton diesel, 14-ft. drop-sider, £325.  
**1955 SEDDON** tractor unit, S.A.E. pin, ready for  
 work, £365.  
**1952 BEDFORD** 5-ton forward-control drop-sider,  
 40,000 miles, as new, £185.  
**1952 LOWEST** H.P., part-exchange. Open Sunday mornings.  
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STATION BRIDGE.

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**1956 BEDFORD** 7-ton 6-yd. tipper, £475.  
**1956 SEDDON** P6 Mark. VIII articulated unit with  
 semi-trailer, £1,300.  
**1951 MORRIS** COMMERCIAL 5-ton long-wheelbase  
 truck, £125.  
**1953 SEDDON** P6 7-ton truck, long wheelbase, £350.  
**1950 BEDFORD** 3-4-ton long-wheelbase truck, £175.  
**1950 BEDFORD** 5-ton long-wheelbase truck, £200.  
**1956 FORDSON** 4D 5-ton long-wheelbase truck,  
 £350.  
**1956 Thames** 30-cwt. truck, £275.  
**1955 Thames** 4D 2-ton van, £225.  
**1955 Thames** 5-ton van, £295.  
**1952 Thames** 4D 4-ton tipper, £350.  
**1956 Trader** 4D 5-ton long-wheelbase truck, £775.  
**1958 THORNCROFT** 6-ton platform truck, £275.

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OPEN UNTIL

**7 P.M. MONDAYS TO FRIDAYS**  
**AND TO**  
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### HILLS.

**BEDFORD** 3-ton long-wheelbase drop-side truck, with  
 canopy, F4 diesel engine, first registered August,  
 1956, £385.  
**BEDFORD** 3-ton long-wheelbase drop-side truck, with  
 unused replacement F4 diesel engine, first registered  
 October, 1956, £465.  
**BEDFORD** 7-ton forward-control 6-cu.-yd. U tipper,  
 petrol, first registered 1959, £585.  
**BEDFORD** 7-ton forward-control short-wheelbase tipper,  
 R6 diesel, alloy body, first registered 1955, £485.  
**FORD** Trader 5-ton 4D drop-side truck, with high  
 loading board, first registered September, 1959, £850.  
**FORD** Trader 7-ton 4-wheeler tipper, small mileage,  
 very clean, first registered 1960, £1,250.  
**LEYLAND** Comet 6-wheeler, drop-side truck, Boys  
 axle, first registered 1959, £2,350.  
**SEDDON** Mk. 5L drop-side truck, very clean, 16-ft.  
 2-in. long, 18-ft. sides, first registered May, 1956,  
 £665.

## HILLS GARAGES (MANCHESTER), LTD.

**80-90 PORT STREET, MANCHESTER, 1.**  
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**AT AIRPORT GARAGE, NEWMARKET ROAD,**  
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**1958 AUSTIN** A35 van, grey, fitted heater and rear  
 seat, low mileage, £310.  
**1957 AUSTIN** A35 pick-up, cream, fitted heater, £350  
**1957 AUSTIN** short-wheelbase forward-control  
 diesel Prime Mover, fitted Scammell coupling,  
 £350.  
**1957 BEDFORD** 10-12-cwt. van, blue, fitted flashers  
 and seat, £275.  
**1957 BEDFORD** Uillecon, green, fitted heater, £400.  
**1957 AUSTIN** 5-ton forward-control diesel dropside  
 truck, maroon, £650.  
**1956 AUSTIN** 5-ton normal-control chassis-cab,  
 maroon, £350.  
**1951 COMMER** 7-ton platform truck, green, £110.  
**1951 AUSTIN** A70 pick-up, fawn, fitted heater, £120

**AT 63 BRIDGE STREET, PETERBOROUGH.** Phone  
 Peterborough 66011.

**1950 SENTINEL** 8-ton flat-platform truck, good tyres  
 £295.  
**1958 AUSTIN** A152 Omnivan, green, fitted heater,  
 £380.  
**1952 MORRIS** J van, blue, £130.

**AT 120 GOLDINGTON ROAD, BEDFORD.** Phone.  
 Bedford 68386.

**1952 BEDFORD** C.A. van, £225.  
**1952 BEDFORD** short-wheelbase petrol tipper, £130  
**1955 MORRIS** Cowley van, £285.  
**1959 MORRIS** 1000 pick-up, fitted tilt, £325.  
**1954 MORRIS** 5-ton truck, £130.  
**1953 AUSTIN** Loadstar, fitted Perkins P6 engine,  
 £235.  
**1958 BEDFORD** 35-cwt. diesel van, £565.

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## BIRMINGHAM COMMERCIAL OFFER:—

**NEW MORRIS** trucks and vans, all models.

**1957 ATKINSON** 6-wheel tipper.  
**1952 FODEN** 8-wheeler.  
**1956 B.M.C.** 2-ton truck.  
**1956 FORD** 4D Luton, 850 c.c.  
**1958 FORD** Trader tipper.  
**SCAMMELL** trailers, 23 ft.  
**SEMI-LOW-LOADERS** and low-loading 12-ft. well.  
**2,000-GAL.** tank complete with pump, hoses, etc.

## BIRMINGHAM COMMERCIAL MOTORS, LTD.

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**1953 BEDFORD** A-type 5-ton long-wheelbase petrol  
 platform lorry, good condition, £200.  
**1956 BEDFORD** A-type 5-ton diesel long-wheelbase  
 lorry, 17-ft. 6-in. body, showroom condition  
 £425.  
**1959 COMMER** 8-cwt. van, numerous extras, heater,  
 chrome bumper, guaranteed under 2,000 miles,  
 £420.  
**1951 DODGE** 5-ton P6 diesel, long-wheelbase lorry  
 £100.  
**1951 DODGE** 5-ton P6 diesel, long-wheelbase tipper,  
 £100.  
**1951 BEDFORD** O-type 5-ton tipper, £50.  
**1955 DODGE** 5-ton short-wheelbase tipper, recently  
 fitted serviced P6 engine, 7-ton Eaton 2-speed  
 axle, owner driven since new, excellent vehicle, £475.  
**1955 DODGE** 5-ton short-wheelbase tipper, P6 diesel  
 and 7-ton 2-speed axle, very good condition,  
 £400.

## ELT BROS., LTD.

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## ATKINSON VEHICLES (SCOTLAND), LTD.

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**1957 ATKINSON** 8-wheeler, double-drive, fitted 6LW  
 platform, air brakes.  
**1954 LEYLAND** Octopus, 600 engine, double-drive.  
 24-ft. 6-in. platform, 900 x 24 tyres.  
**1950 BEDFORD** 5-ton short-wheelbase tipper.  
**1949 ATKINSON** 4-wheel platform, reconditioned  
 SLW.

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**CENTRAL GARAGE (BATHGATE), LTD.**  
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- NEW ALBION** Clydesdale tractor unit
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- NEW B.M.C.** 7-ton diesel, 18-ft. platform.
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- NEW 3-ton B.M.C.** diesel, chassis and cab.
- NEW 11-ton B.M.C.** diesel, chassis and cab.
- NEW 11-ton B.M.C.** petrol mobile shop.
- NEW 15-cwt. B.M.C.** Omnivan.
- NEW 15-cwt. B.M.C.** Omnicoach and P.S.V.

**SELECTION NEW BEDFORD** vans, personnel carriers, mobile shops and caravans.

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- 1958** LEYLAND Comet, 20-ft. platform.
  - 1958** BEDFORD 6-ton, 16½-ft. platform.
  - 1959** B.M.C. 7-ton diesel, 18-ft. platform.
  - 1957** B.M.C. 7-ton diesel tipper, 14-ft. body length.
  - 1956** LEYLAND Comet, 20-ft. platform.
  - 1956** B.M.C. 7-ton diesel, 17-ft. platform.
  - 1955** AUSTIN 5-ton short-wheelbase petrol tipper.
  - 1952** ALBION Chieftain, complete with 18-ft. cattle container.
  - 1952** BEDFORD 7-ton petrol, 17-ft. platform.
  - 1950** LEYLAND Hippo, 6-wheeler, 22-ft. platform.
  - 1944** E.R.F. 4-wheeler, 5-cylinder Gardner, 18-ft. platform.

ALL THE ABOVE VEHICLES ARE IN CLEAN CONDITION, AND MAY BE SEEN ANY TIME INCLUDING SATURDAYS AND SUNDAYS.  
H.P. TERMS ARRANGED.

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- 1956** B.M.C. 7-tonner, 8.25 x 20 tyres, recent reconditioned engine, new model cab, 17-ft. 6-in. platform body.
- 1956** MORRIS 5-tonner, 8.25 x 20 tyres, platform body.
- 1955** BEDFORD 7-tonner, petrol engine, chassis and cab, extended wheelbase to take 19-ft. body.
- 1955** FORD, 4D engine, drop-side body.
- 1954** THORNYCROFT Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.
- 1954** ALBION Clydesdale Model 101ALX, 9.00 x 20 tyres, 18-ft. boxvan body, double rear doors and tailboards, roller shutter on nearside.
- 1945** THORNYCROFT, diesel engine, platform body.
- G**ARDNER 5LW engine and gearbox.
- G**ARDNER 4LK engine and gearbox.
- T**HORNYCROFT Sturdy diesel engine and gearbox.

**BROWNHILLS MOTOR SALES,**  
Phone, Brownhills 2307, 2336 and 2392.  
**LEYLAND, ALBION, SCAMMELL.**  
AUTHORIZED DEALERS.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

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- 1951** ALBION 6-wheeler, Buys axle, long wheelbase, diesel.
- 1958** FORD Caravanette, fully fitted.
- 1954** LEYLAND Comet normal-control short-wheelbase tipper.
- 1955** LEYLAND Comet normal-control long-wheelbase tipper.
- 1959** B.M.C. 7-ton long-wheelbase platform body, choice of two.
- 1956** LEYLAND Comet 6-wheel coal tipper, alloy body.

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**Used Goods Vehicles (contd.)**

**COMBERHILL MOTORS, LTD.,**  
INGS ROAD, WAKEFIELD.  
(6771, 10 LINES.)  
COUNTY DISTRIBUTORS FOR  
ATKINSON VEHICLES.  
MORRIS-B.M.C. AGENTS.

- NEW ATKINSON** L1786X (Gardner 6LX) 17-ton 8-wheel double-drive chassis-cab, 9.00 x 20.
- NEW ATKINSON** T740X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler.
- NEW MORRIS** (B.M.C. 5.1-litre) 120-in., 150-in. and 160-in. wheelbase 7-ton 4-wheel chassis-cabs (from stock), 9.00 x 20 tyres.
- NEW MORRIS** (B.M.C. 5.1-litre) 120-in. and 150-in. wheelbase 7-ton 4-wheel Milshaw tippers, single- and twin-ram gears, timber or alloy bodywork.
- NEW MORRIS** FG model 4-ton petrol and 2-ton diesel, ex-stock, latest cab.
- 1959** BEDFORD ST1 (Bedford diesel) 7-ton short-wheelbase 8-cu.-yd. tipper, 2-speed axle.
- 1958** ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. platform, fibre glass body.
- 1957-55** MORRIS-B.M.C. (5.1 diesel) 5- and 7-ton 4-wheel 17-ft. platform trucks, choice of two.
- 1957** ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel Milshaw 23-ft. alloy tipper, choice two.
- 1956** ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Milshaw tipper, 15-ft. alloy body.
- 1956** ATKINSON S644LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12½-ft. alloy body.
- 1956** ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20.
- 1956** 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tipper.
- 1954** A.E.C. Majestic 9.6-litre 6-wheel Twin Steer 21-ft. platform air brakes, 9.00 x 20.
- 1952** FORD 16-15 (Gardner 6LW) 15-16-ton 8-wheel Pilot (outrigger) twin-ram alloy tippers, 15½-ft. by 3-ft. Pilot body, Michelin D20, 12-speed gearbox, choice four.
- 1954** FODEN F60/15 (Gardner 6LW) 8-wheel chassis-cab, 12-speed gearbox.
- 1954** ATKINSON S644LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12-ft. alloy body.

COMPLETE DETAILED LIST AVAILABLE.  
YORK TRAILER DISTRIBUTORS.  
HIRE-PURCHASE FACILITIES.  
EXCHANGES.

**COMBERHILL MOTORS, LTD.,**  
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**FERRARIS OF CRICKLEWOOD, LTD.,**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
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- 1952** 3-way AUSTIN van, choice of two.
- 1959** FORDSON 15-cwt. van in beige, with extras, low mileage.
- 1955** FORDSON 700-cu.-ft. diesel 4D Luton.
- 1957** FORDSON 900-cu.-ft. diesel 4D Luton.
- 1956** FORDSON 3-ton long-wheelbase double-drop-side truck.
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- 1947** JENSEN Luton, 1,635 cu. ft., P6 diesel engine.
- 1957** MORRIS J2 15-cwt. van, one owner.
- 1955** MORRIS LD2 30-cwt. petrol van.

- 1957** BEDFORD R6 flat platform.
- 1956** FODEN articulated tipper, eight new tyres, first-class condition throughout.
- 1954** LEYLAND Comet long-wheelbase drop-side.
- 1953** DODGE short-wheelbase tipper, P6.
- 1956** DODGE long-wheelbase tipper, P6.
- 1955** BEDFORD long-wheelbase drop-side.

**PARRS (LEICESTER), LTD.,**  
ABBEEY LANE, LEICESTER.  
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**TOM BYATT (STOKE), LTD.,**  
OFFER SUBJECT TO BEING UNSOLD THE FOLLOWING USED COMMERCIAL VEHICLES.  
THREE MONTHS' GENUINE WARRANTY.—

- 1953** 5-ton BEDFORD long-wheelbase tipper, P6, £450.
- 1954** 4-ton BEDFORD van, P6, £325.
- 1955** 5-ton BEDFORD short-wheelbase tipper, P6, £400.
- 1955** 7-ton BEDFORD long-wheelbase tipper, R6, £425.
- 1956** 5-ton BEDFORD short-wheelbase tipper, P6, £425.
- 1957** 6-ton BEDFORD short-wheelbase tipper, 300 in., reconditioned engine, £700.
- 1957** 6-ton BEDFORD short-wheelbase tipper, 300 in., £725.
- 1957** 6-ton BEDFORD medium-wheelbase tipper, 300 in., £725.
- 1959** FORD Trader long-wheelbase drop-side, £800.

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**TOM BYATT (STOKE), LTD.,**  
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STOKE-ON-TRENT.  
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PRESTON STREET, BRADFORD, 7.  
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Pendleton 2845-6.

- 1955** LEYLAND Octopus, 600 engine, 5-speed double drive, brakes good condition; 24½-in. three.
- 1953** ATKINSON 8-wheeler, 6LW Gardner 5-speed gearbox, double drive, 24½-in. timber body.
- 1955** THORNYCROFT Trident tipper, 12½-in. timber body, 4-ft. sides, twin underbody condition.
- 1955** LEYLAND Octopus, in very good condition.
- 1957** LEYLAND Octopus, 24-4C 6-in. timber body, excellent condition.
- 1957** ALBION Reiver, 23-ft. timber body, 4-cylinder Albion engine, choice of two, excellent condition.
- 1956** ALBION Chieftain, 17-ft. timber body, side and tailboard, very good condition.
- 1955** FODEN 8-wheeler, 2-stroke engine, 24½-in. timber body, sound condition.
- 1957** SEDDON MKD, Perkins P6 engine, 2-rear axle, fitted with Luton van body, long, very good condition.
- 1956** selection of BEDFORD 7-ton flat both petrol and oil, good condition.
- 1958** A.E.C. Mercury tractor, less fifth wheel, of two, excellent condition.
- 1955** 58, selection of FORD tippers and flats.
- 1955** SEDDON 5L, Perkins P6 engine, 16-ft. platform body, good condition.
- 1954** AUSTIN Loadstar, P6 engine, 12-ft. wooden platform body, good condition.
- 1956** ATKINSON 8-wheeler, 6LW Gardner 5-speed engine, platform body good condition.
- 1954** AUSTIN Loadstar tipper, B.M.C. 4-cylinder engine.
- 1957** ALBION Clydesdale tipper, Leyland 14-ft. 6-in. wood body.
- 1954** LEYLAND Comet 90 tractor unit, fifth-wheel coupling.
- 1958** A.E.C. Mammoth Major 8-wheel tippers, of four, shortly coming into stock.
- 1957** GUY Quter, P6 engine, 2-speed axle, 17-ft. form body.
- 1959** Thames Trader tractor unit, 6D engine, wheel coupling, immaculate; choice of two.
- 1957** COMER TS3, 2-stroke engine, 18-ft. platform body.
- 1953** A.E.C. Matador, 9.6 engine, 20-ft. platform body.
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BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS & IMMEDIATE DELIVERY OF THE FOLLOWING

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- 5-TON** 152-in.-wheelbase 4D low-frame chassis-cab, 9.00 x 20 tyres.
- 1958** Thames 7-cwt. van, 2-tone, low mileage, £450.
- 1958** B.M.C. diesel artic and trailer, with 5-cylinder coupling, reconditioned engine, not yet run.
- 1957** 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20 tyres, £590.
- 1956** 3-ton FORD 4D truck, £425.
- 1956** AUSTIN 5-yd. tipper, alloy body, B.M.C. diesel, £325.
- 1956** FORD 4D tippers from £250.
- 1955** BEDFORD 7-ton diesel truck, unladen 2 tons 18 cwt., Goodyear nylon tyres.
- 1955** BEDFORD 3-ton cattle truck, £425.
- 1954** FORD P6 tipper, £225.
- 1953** LAND ROVER, hard top, £180.
- 1953** GUY platform truck, with insulated container, P6, £360.
- 1955** FORD 4D 5-ton truck, £275.
- 1955** AUSTIN 4-yd. tipper, alloy body, B.M.C. diesel, £325.
- 1948** AUSTIN 5-yd. tipper, £125.
- B**EDFORD tipper, £65.

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Long-wheelbase ALBION Chieftain, 16-ft. body, flat, £550.  
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## Used Goods Vehicles (contd.)

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Thames diesel 4-ton long-wheelbase drop-side truck, 2,000 miles only, £625.  
Thames Trader 7-ton long-wheelbase drop-side truck, 11,000 miles only, £875.  
Thames Trader 7-ton long-wheelbase truck, cab body damaged, £395.  
BEDFORD diesel D-model 6-ton short-wheelbase tipper, 6-cu.-yd. wooden drop-side body, £580.  
BEDFORD 3-ton long-wheelbase drop-side truck, reconditioned engine just fitted, £495.  
BEDFORD 10-ton tractor unit, S.A.E. fifth-wheel coupling, Leyland engine, £650.  
DODGE diesel long-wheelbase tipper, Model 245Y, 10-cu.-yd. steel body, twin-ram underbody engine, £850.  
BEDFORD 7-ton long-wheelbase truck, 17-ft. body, £385.  
BEDFORD diesel 7-ton long-wheelbase truck, Leyland Comet engine, £675.  
BEDFORD diesel 5-ton long-wheelbase truck, £550.  
FORD 4D diesel 3-ton drop-side truck, £265.  
AUSTIN diesel 5-ton long-wheelbase drop-side truck, £265.  
BEDFORD diesel 7-ton short-wheelbase tipper, 6-cu.-yd. drop-side steel body, £225.  
BEDFORD 5-ton 1,000-cu.-ft. Luton van, £185.  
BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, £195.  
BEDFORD 7-ton long-wheelbase drop-side truck, £150.  
AUSTIN diesel 2-3-ton boxvan, separate cab, £185.  
BEDFORD diesel 5-ton short-wheelbase tipper, wooden drop-side body, £195.

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FORD Trader 6D tipper.  
DODGE 145 model with Boys trailing axle, alloy tipping body.  
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DECEMBER, 1956, BEDFORD 7-ton diesel, platform body, fitted Eaton 5-speed axle and reconditioned engine, first-class order.

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Thames 3-ton 4D drop-side truck, £355.

### NEW VEHICLES EX STOCK.

DODGE Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex stock.  
7-ton 160-in. wheelbase chassis-cab and complete truck with all extras.  
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2-TON FG-type cab, drop-side, diesel.

GOOD STOCKS OF

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AS BELOW:—

1959 BEDFORD 6-ton short-wheelbase tipper, £875.  
1959 FORD Thames 5-cwt. van, small mileage, fitted two passenger seats, excellent condition, £325.  
1958 MORRIS 5-cwt. van, grey, one owner, £295.  
1956 BEDFORD CA van, good condition, £150.  
1958 AUSTIN 152 15-cwt. van, 15,000 miles, £350.  
1957 LAND ROVER, 88-in. petrol, green, low mileage, one owner, £400.  
1956 AUSTIN 5-ton drop-side truck, £325.  
1955 AUSTIN 1-ton LD1 van, in primer, £210.

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1955 AUSTIN 10-cwt. gown van, in excellent order.  
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1956 Thames 4D 5-ton drop-sided diesel lorry.  
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LUTON vans and panthechnicons.  
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1955 BEDFORD 7-ton R6 diesel, 1,500-cu.-ft. panthechnicon, £395.  
1954 AUSTIN 3-ton 1,100 and 1,000 panthechnicons, Plymax body, low loading, choice of two, £295.  
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1958 BEDFORD 7-ton 300 diesel truck, in good condition, £525.  
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### GRAHAM BROS. (MOTORS), LTD.,

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1956 FORD 3-ton long-wheelbase platform truck, 4D diesel, selection of three repainted to choice, £325.  
1950 GUY Vixen 5-ton long-wheelbase flat platform truck, petrol, in very good order, £115.  
1953 FORD 4-ton long-wheelbase drop-side truck, 4-cylinder petrol, £125.

TIPPERS.

1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £295.

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1955 BEDFORD 10-12-cwt. van, excellent order, £150.  
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NEW 12-ton COMMER TS3 tractor, complete with 27-ft. 14-ton York trailer, available for immediate delivery.

1951 E.R.F. twin-steer platform, good condition.  
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1952 SEDDON 4-wheeler drop-side, immaculate.  
1954 SEDDON Scammell tractor, good condition.  
1955 THORNYCROFT 8-wheeler, flat platform, metal body, C-licence operator, choice of two.  
1956 THORNYCROFT 8-wheeler flat platform, metal body, C-licence operator.  
1958 COMMER Scammell tractor, TS3, 8.25 x 20 tyres, in good condition.  
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WESTERN LANE, London, S.W.12. Battersea 2193.

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### OVER HALL GARAGES, LTD.

1955 BEDFORD 7-ton platform, alloy body, petrol, one owner, £335.  
1953 BEDFORD 10-ton tractor unit, S.A.E. coupling, petrol, one owner, £195.  
1954 BEDFORD 25-cwt. Spouting van, £185.  
1959 BEDFORD 15-cwt. van, one owner, excellent order, taxed, £335.  
NEW BEDFORD 15-cwt. long Workobus.  
NEW BEDFORD 15-cwt. long Utilabake.

NEW A-type BEDFORD 5-ton cab, complete with seats, special price.

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COMMER-UNIPOWER 21-ft. 6-wheel platform truck, with 9.00 x 20 tyres, air brakes, power steering.  
COMMER 15-cwt. van.

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1956 THORNYCROFT Trident, SLW Gardner, 5-speed box, air brakes, 21-ft. platform.  
1955 LEYLAND Comet long-wheelbase platform truck, 9.00 x 20 tyres.  
1954 BRISTOL 8-wheel 24-ft. platform, 10.00 x 20 tyres, air brakes.  
1954 BEDFORD S-type 7-ton Mk. 2, R6, 9.00 x 20 tyres, alloy platform.  
1950 BEDFORD 5-ton long-wheelbase drop-side truck, Perkins P6 diesel.  
1958 MORRIS 15-cwt. J2 van.  
1955 MORRIS 10-cwt. pick-ups.  
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**NEW GUY** Warrior 6-wheeled chassis and cab, A.E.C. engine, 2-speed axle, air brakes, available for immediate delivery with or without 24-ft. 6-in. alloy platform body.

**NEW GUY** Warrior 4-wheeled chassis and cab, A.E.C. engine, air brakes, 2-speed axle, delivery from stock.

**NEW GUY** Invincible 5-wheeled chassis and cab, Gardner 6LX engine, air brakes, double-drive with or without 24-ft. alloy platform body, delivery from stock.

**ATKINSON** 8-wheel 24G7 platform truck.

**1960** Gardner 6LX engine, double drive, de luxe cab, heater, 40 x 8 tyres, well maintained and carefully used since new, in excellent condition throughout, automatic lubrication.

**1960**, April, Trader 7-ton diesel short-wheelbase tipper, drop-side steel body, 900 x 20 tyres, ex. £1,100.

**1958**, November, B.M.C. diesel 7-ton 18-ft. platform truck, latest-type cab.

**1957** COMMER TS3 diesel 7-ton 18-ft. drop-side truck.

**B.T.C.** 15-ton 4-in-line semi-trailer, carefully used, as new.

**B.T.C.** 12-ton low-loader artic. trailer, knock-out axle, 16-ft. well, immediate delivery.

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**1956** B.M.C. diesel 7-ton long-wheelbase twin-ram tipper, 2-speed steering.

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**1959**, September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle.

**1956** MORRIS 3-ton B.M.C. diesel forward-control drop-side truck, excellent condition.

**1954**, October, BEDFORD 23-ton cattle truck, petrol.

**SEVERAL** new MORRIS-COMMERCIAL vehicles in stock.

**FAVOURABLE** delivery on all models.

**MORRIS** 7-ton 120-in. wheelbase chassis-cab, 9.00 x 20 tyres, Eaton 2-speed axle and power steering. 873-176

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**1956** FORD 41D chassis-cab, with meat container body, £400.

**1955** GUY Otter 16-ft. body (4LK) Eaton 2-speed, reconditioned, £350.

**1955** GUY Otter 18-ft. body (P6), Eaton 2-speed reconditioned, £450.

**1955** MORRIS dropside, 14-ft. body, 3-ton petrol, in very good condition, £250.

**1954** SEDDON diesel tipper, £345.

**ALL** vehicles in excellent condition, many others to choose from including good selection of light vans.

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**MODERN SELECTED VEHICLES.**

**1959** BEDFORD 3-type latest series 5-ton diesel 300-cu.-in. long-wheelbase chassis and cab, as new, with FORD 4D steel-bodied tipper, in very good condition, including tyres.

**1957** FORD 4D long-wheelbase truck, in excellent order, reconditioned engine fitted.

**1956** BEDFORD 5-ton long-wheelbase truck, fitted with 4LK Gardner engine, excellent condition throughout.

**1955** And 1956 AUSTIN 1-ton vans, very clean condition.

**1955** BEDFORD 30-cwt. truck, excellent condition throughout.

**1955** MORRIS diesel tractor unit, in very good order including tyres.

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**1955** FORD Thames, 14-ft. body, £250.

**1956** BEDFORD 10-ton (diesel) tractor unit, complete with Scammell attachment, £390.

**CHOICE** of six BEDFORD 10-cwt. vans, from £150.

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**Used Goods Vehicles (contd.)**

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**£375.** 1956 AUSTIN normal-control 3-way tipper, good tyres, 2-speed axle.

**£345.** 1953 BEDFORD S-type medium-wheelbase drop-side tipper, reconditioned petrol engine being fitted, very clean.

**£315.** AUSTIN Loadstar breakdown truck, engine reconditioned, good tyres, very clean, petrol.

**£200.** 1947 DENNIS 13-seater coach, good condition.

**£95.** One only. Completely reconditioned Gardner 4LW engine, fully guaranteed.

**£275.** 1953 DODGE short-wheelbase tipper, 2-speed axle, P6 engine, good condition.

**£365.** 1956 BEDFORD A-type short-wheelbase steel body tipper, P6 engine.

**£295.** 1954 BEDFORD S-type short-wheelbase tipper, R6 engine, good tyres, 6-cu.-yd. drop-side body.

**£625.** 1947 A.E.C. 8-wheel tipper, 7.7 engine, 19-ft. 6-in. side body, recent new front-end tipping gear, 40 x 8 tyres, good condition.

**£145.** 1950 LAND ROVER, taxed, very good condition.

**£345.** 1955 BEDFORD A-type short-wheelbase steel-bodied tipper, petrol, good condition.

**£125.** 1954 BEDFORD 15-cwt. drop-side truck, good condition.

PART-EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

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**MAY**, 1959, FORD Trader 6D tractor unit, fitted B.T.C. S.A.E. fifth wheel, 25-ft. Dragon flat platform trailer with high headboard, painted Ford works red and unretired, clean machine as new, one owner-driver.

**MAY**, 1959, E.R.F. 4.4 (R) tractor unit, fitted Rolls-Royce engine, 10-speed gearbox, double reduction rear axle, twin line air pressure brakes, also B.T.C. 4-in-line, maximum capacity, tipping trailer, light alloy bulk-body, Pilot twin-ram gear, immaculate condition, one owner.

**1954** SENTINEL light 6-wheeler, fitted service exchange K-type Gardner 5LW, modern coach-built cab, 22-ft. alloy flat, conversion carried out and chassis rebuilt 1959, immaculate machine.

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**1955** SENTINEL DV M44, 18-ft. platform body, good tyres, very clean and in sound mechanical condition. 873-238

**WILDE AND BENNETT, L.T.D.**

**1959** (Late) COMMER TS3 7-ton medium-wheelbase tipper, 9.00 x 20 tyres, mileage 14,000 only, very clean and good, ex finance company, reasonable price.

**1958** DODGE 7-8-ton medium-wheelbase tipper, R6, 9.00 x 20 tyres, small mileage, immaculate condition.

**1958** BEDFORD diesel 7-ton long-wheelbase lorry, 17-ft. 6-in. C.B. platform, 9.00 x 20 tyres, 2-speed axle, immaculate condition, one owner, only £750.

**1954** ALBION Chieftain Scammell 10-ton articulated lorry, to clear, only £450.

**1957** AUSTIN Loadstar 5-6-ton long-wheelbase lorry, to clear, only £275.

**1950** ALBION CXL diesel 8-10-ton long-wheelbase lorry, 20-ft. platform, one careful owner since new, immaculate condition, only £175.

**1948** ALBION CX diesel twin steer lorry, to clear, only £100.

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**NEW** ALBION Chieftain chassis and cab, 6-speed gear-box, heater, bumper, spare wheel and carrier, list, £1,746.

**NEW** DODGE 7-8-ton, Leyland engine, helper springs, 19-ft. 6-in. alloy flat-platform body, list, £1,991.

**1946** A.E.C. Monarch, alloy cab and drop-side body, 17 ft., good condition, £275.

**1952** THORNCROFT R.H. Tri-ram, 7-ton platform truck, choice of two, each £225.

**1953** DODGE 5-6-ton cattle truck, container body, £325.

**W. H. GATWARD, LTD.**, 14-17 Sandling Rd., Maidstone, Kent. Phone, Maidstone 4289. 873-11

**1959** AUSTIN Omnivan, excellent condition, £350.

**1954** MORRIS 5-ton diesel Luton van, 1,250 cu. ft., £300.

**CHAMBERS** ENGINEERING, Western Turville, Aylesbury, Stoke Mandeville 2282. 873-110

**FLATS**, vans and low-loader articulated trailer, W. H. Short, Ltd., Newthorpe, Notts. Kimberley 2391. 873-115

**1954** AUSTIN 5-ton tipper, new gearbox, etc., £250.

**1955** BEDFORD 35-cwt. truck, £350.

**1952** FORD (P6) 5-ton platform truck, £200.

**BARTON MOTORS (PRESTON), L.T.D.**

PRESTON.  
Phone, Preston 4664. 873-367

**Used Goods Vehicles (contd.)**

**PRICE'S (EARL SHILTON), L.T.D.**

MAIN DISTRIBUTORS FOR ATKINSON VEHICLES AND YORK TRAILERS.

**NEW** COMMER TS3 13-ft. 6-in. wheelbase with third axle conversion, fitted 8.00 x 20 12-ply air brakes, 5-speed box, to take 21-ft. 6-in. body, ex. £375 cu. in. engine, 2-speed axle, air brakes, 9.00 x 20 tyres, fifth wheel coupling complete with Model HW2 trailer.

**NEW** COMMER 3-ton wooden drop-side builder's petrol engine, ex stock.

**NEW** LAND-ROVER long-wheelbase diesel, ex. £1,100.

**1959** Registered 8-wheel 17-ton ATKINSON 6LW engine, fibreglass cab, 24-ft. platform light alloy underframe, 40 x 8 tyres, £2,250.

**1958** Registered 8-wheel 17-ton ATKINSON 6LW engine, fibreglass cab, 24-ft. treble side body on 40 x 8 tyres, £2,000.

**T** able for conversion of ATKINSON platform drop-side vehicles advertised above.

Standard Atlas van, heater, one owner, £2,100.

**1959** BEDFORD Workabus, 12-seater, one owner, taxed, £285.

**1958** EAGLE 4-wheel trailer, double drop-side, good condition, £100.

MAIN DEALERS FOR AUSTIN, B.M.C., COMMER, DODGE, FORD, KARRIER AND LAND-ROVER.

**PRICE'S (EARL SHILTON), L.T.D.**

NEW STREET,  
EARL SHILTON,  
LEICESTERSHIRE.  
Phone, Earl Shilton 3321-2-3. 873-236

**WHIPPLES, L.T.D.**

MAIN BEDFORD DEALERS,  
GRANTHAM.  
Phone, Grantham 267-8.

FOR NEW AND USED COMMERCIAL VEHICLES IMMEDIATE DELIVERY:—

**NEW** BEDFORD 15-cwt. long-wheelbase vans in good condition.

**NEW** BEDFORD 15-cwt. all-steel pick-up short-wheelbase by Walkers, Watford.

**NEW** BEDFORD Utility busette by Marshalls in brown-tan.

**NEW** BEDFORD busette by Marshalls in blue.

**NEW** BEDFORD Kenabus by Kenex in maroon.

**WE** have the following used commercial vehicle:

**1956**, July, COMMER TS3 7-ton diesel truck, drop-side body, 9.00 x 20 12-ply tyres.

**1949**, October, SEDDON P6 diesel 6-ton truck, flat platform body, a very sturdy vehicle, £200.

**1957**, June, BEDFORD Workabus in Western green, very useful all-purpose vehicle, £1,100.

**HENSMANS LTD., Brentwood 5252 offer:—**

**1958** Thames 15-cwt. van, primer, one owner, £325.

**1958** Thames 10-12-cwt. van, red, £325.

**1957** Thames 7-cwt. van, yellow and grey, engine and chassis in good condition.

**1956** BEDFORD 7-ton chassis-cab, Perkins engine, £485.

**1955** BEDFORD 10-12-cwt. van, primer, £245.

**1955** Thames 10-cwt. milk float, choice of two, reconditioned, primer, £195.

**1954** BEDFORD 10-12-cwt. van, primer, £185.

**1954** Thames 5-ton truck, 4D engine, £185.

**1951** BEDFORD chassis-cab, petrol engine, 10-ton.

**1950** Thames 2-ton van, petrol engine, £100.

**NEW** vehicles from stock

**NEW** Thames Trader 7-ton 108-in. wheelbase 6-cylinder diesel, tipper chassis and cab, heater, flashers, 9.00 x 20 tyres, 3-piece wheels.

**NEW** Thames Trader 7-ton 108-in. wheelbase, U-tipped chassis and cab, fitted with special U-shaped 7-cu.-yd. tipping body, single heater, 9.00 x 20 tyres, 3-piece wheels.

**1956** LEYLAND 8-wheeler, air brakes, double two in stock, £1,750.

**1951** LEYLAND Beaver, in good condition, good 600 engine, £575.

**1948** LEYLAND 8-wheeler, excellent condition, body open to offers.

**1955** ALBION Chieftain, alloy body, good condition, £600.

**1955** December, ALBION Clydesdale, 900 x 12 tyres, alloy body, £850.

**J. CAMPBELL PARK, LTD.**, Childwall, Vaughan, Gateacre, Liverpool. Phone, Gateacre 1331. 873-115

**BROADHEAD ASSOCIATES,**

ACE OF SPADES GARAGE,  
BUTLEY, NEAR MACCESFIELD.  
Phone, Prestbury 89643.

**A** Selection of 1959 BEDFORD 10-12-cwt. vans.

**QUANTITY** of 1959 BEDFORD tippers, 5 and 7 tons.

**DISMANTLING** for spares: Maudslay 9.6, Albion Dodge 105 and various Seddons, etc., etc.

**1951** ATKINSON artic. tractor.

**1948** ALBION Chieftain 7-tonner.

**1952** SEDDON artic. tractor.

**1953** SEDDON flat.

## Used Goods Vehicles (contd.)

**ARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL, 20.

Bootle 4343. **BEDFORD.** Bootle 4343.  
**BEDFORD.** **BEDFORD.**

OFFER THIS WEEK A WIDE SELECTION OF  
USED VEHICLES FOR YOUR PERUSAL.

**54** BEDFORD 7-ton long-wheelbase platform truck,  
Perkins R6 diesel engine, 9.00 x 20 tyres.  
**54** BEDFORD 7-ton long-wheelbase platform truck,  
300-cu.-in. diesel engine, in very good condition.  
**54** COMMERCIAL QX petrol 7-ton long-wheelbase  
flat, fitted with 18-ft. alloy body.  
**51** COMMERCIAL Q4 long-wheelbase platform truck,  
choice of two.  
**58** SCAMMELL 8-ton tractor unit.  
**58** BEDFORD 8-ton diesel tractor unit.  
**50** BEDFORD 5-ton long-wheelbase insulated meat  
van.  
**50** BEDFORD 30-cwt. Spurling van.  
**56** BEDFORD P6 diesel tractor unit, fitted S.A.E.  
attachment.  
**58** BEDFORD 7-ton 300-cu.-in. diesel, long-wheel-  
base cattle truck with container-type body,  
second floor, indistinguishable from new.  
**58** BEDFORD 300-cu.-in. diesel 5-ton long-wheel-  
base tipper, 12-ft. 6-in. body.

SEVERAL VANS AND CONVERSIONS IN STOCK.  
See Bootle 4343 for demonstration, or to view any  
of the above vehicles.

**ARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL, 20.

**THE BEDFORD PEOPLE.** 873-489

**E. RAYMENT, L. TD.**  
DODGE DISTRIBUTORS FOR EAST LONDON.

**54** 10-cwt. van, new, immediate delivery.  
**54** 2-ton drop-side truck.  
**54** 2-ton, market garden body.  
**54** 5-ton platform, diesel.

**54** 40 ROMFORD RD., London, E.7. Maryland  
4 4772-3-4.

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## Used Goods Vehicles (contd.)

**T. C. HARRISON, L. TD.**  
MAIN FORD DEALERS,  
LONDON ROAD,  
SHEFFIELD.  
Phone 29091.

**1953** BEDFORD 7-ton flat truck, £225.  
**1954** DODGE 5-ton tipper, P6 engine, 2-speed axle,  
£475.  
**1957** DODGE 7-ton tipper, P6 engine, 5-speed gear-  
box, £650.  
**NEW** Thames Trader 7-ton Edbro tippers, 108-in.  
wheelbase, ex stock.  
**NEW** Thames Trader 7-ton 138-in. wheelbase, Anthony  
N all-sided tipping body, ex stock.

ASSOCIATED WITH  
**WEST R. RIDING MOTOR CO.**  
SHEFFIELD ROAD,  
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**1957** BEDFORD 35-cwt. boxvan.  
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NEW DODGE tractor unit, airbrakes, power steering,  
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7-TON long-wheelbase truck.

IMMEDIATE delivery from stock.  
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FOR immediate delivery, new DODGE 7-ton chassis-  
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14-ply tyres, heater, air brakes, 35-gal. fuel tank, flashers,  
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NEW DODGE tractor unit, air brakes, power steering,  
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## Sept. 9, 1968—THE COMMERCIAL MOTOR 91 (Supplement)

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ALL DODGE MODELS AVAILABLE IMMEDIATE  
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ram, 340 cu. in. diesel engine, 8.25 x 20 12-ply  
tyres, power steering, rear helper springs, dual heater,  
flashing direction indicators, towing eyes, rear shock  
absorbers, complete vehicle in primer paint, £1,729.

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NOW available, the Boys third axle for the Thames  
Trader, all models, tipper and flats. Ask your agent.  
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**IMMEDIATE DELIVERY**  
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15-CWT. VANS AND CHASSIS-CABS.

**TRADER 7-TON**  
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THE BROADWAY, BEDFORD.  
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EARLY DELIVERY OF ALL VEHICLES,  
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ONE new FORD Thames Trader, 6-cylinder diesel, 6-cu.-  
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ONE new FORD Thames Trader 7-ton 160-in.-wheel-  
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12-ply road tread tyres, flashing direction indicators and  
28-gal. fuel tank.

**BOTH the above vehicles fitted with the new Hydrovac  
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**TRADER** County 6 x 4, 132-in. wheelbase, 6D, power steering, double drive, 12-yd. fixed-side steel tipper.  
**TRADE** 7-ton, 138-in. wheelbase, 6D, chassis-cab, 9.00 x 20 12-ply tyres.  
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**TRADER** 3-ton, 118-in. wheelbase, low-frame chassis-cab.  
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**STANDARD 6- and 10-cwt. vans, immediate.** Westons  
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A.E.C. Reliance, 1955, certificate of fitness till  
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**51 A.E.C. (semi-chassisless) Beadle full-front**  
39-seater service saloon, with bulk head, clean,  
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**47 A.E.C. with 1950 Transunited body, 35-seat,**  
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**60 BEDFORD SD1 Harrington Crusader 37-seater,**  
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EXCHANGES considered. Walls Motor Tours,  
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**60 BEDFORD petrol 8-ft. 41 seats, Plaxton, radio**  
and public address, 17 quarter lights, arm rests,  
three 3-way lift up lights, Michelin X, extras  
certificate of fitness 1967, body light blue and silver,  
blue and beige, mileage about 16,000. £3,200 (no  
lovely job, delivered March, cost £4,200, choice  
two, delivery October 9, licensed. Mallinson's Tours,  
White Square, Windermer. Phone 161 or 464.  
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**1959 BEDFORD 588 (Comet diesel) Duple Super**  
Vega 41-seater, exterior two shades blue, many  
extras, certified 1966, £3,585.  
**1956 BEDFORD (petrol) Yeates Riviera 41-seater,**  
red interior, heating, etc., exterior cream-red,  
certified March, 1961, very clean, £2,485.  
**1955 BEDFORD Burlington Seagull 36-seater**  
luxury coach, red interior, heater and radio,  
exterior just repainted cream and red, certified 1965,  
£2,185.  
**1952 BEDFORD Gurney Nutting 37-seater with**  
courier, blue interior, heater, exterior cream  
and blue, width 8 ft., certified 1962, very clean, £1,085.  
**1949 BEDFORD Duple Vista 29-seater, high-backed**  
seats in blue, heater, Formica casing, exterior  
royal blue-cream, very clean, certified June, 1964, £625.  
**1947 BEDFORD Duple Vista 29-seater, suitable**  
works contract, certified March, 1961, £165.

**K NIGHTTHORPE ROAD,**  
LOUGHBOROUGH.  
Phone 4777 (two lines). 873-232

**1950 29 luxury Vista, red interior, maroon grey**  
exterior, nice condition, private work, heavy-duty  
engine, synchromesh gearbox, certificate of fitness 22.4.65,  
cheap, £500.  
**R. WETTON COACHES.** Chesterfield 1966. 873-9017

**1959 BEDFORD petrol Burlington 41-seater, heaters,**  
grey-red interior, blue-silver exterior, armchair  
seats, low mileage, immaculate, £3,200, certificate of  
fitness 1966.  
**1956 BEDFORD petrol Plaxton 41-seater, heaters,**  
roof quarter lights, red interior, blue-silver  
exterior, new engine, £2,450, certificate of fitness 1961.  
**1953 BEDFORD petrol Duple 35-seater, red interior,**  
blue-silver exterior, certificate of fitness 1963,  
£1,100.  
**HALCYON TOURS.** 362 Hesle Rd., Hull. Phone,  
Hull 37479. 873-30

**W. HAROLD PERRY, L. TD.**  
51-53 HIGH STREET,  
EDGWARE, MIDDIX.

**1954 BEDFORD Duple 36-seater coach, diesel, certi-**  
ficate of fitness to 1964, £1,400 o.n.o.  
**EDGWARE 2353.**  
ALSO COMPREHENSIVE RANGE OF USED AND  
NEW VEHICLES IN STOCK. 873-132

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BEDFORD PASSENGER MAIN DEALERS.

**WE offer a large stock of Quality and work-tested**  
second-hand BEDFORD luxury coaches, including  
the following—  
**1955 BEDFORD Duple Super Vega 38-seater luxury**  
coach, red moquette interior, finished in cream  
and blue, being recertified, £2,180.  
**1952 BEDFORD Duple Vega 33-seater luxury coach,**  
interior red, exterior cream and blue, fitted  
heaters, roof quarter lights and tubular racks, very good  
example, certificate of fitness April, 1962, £1,250.  
**1950 BEDFORD Duple Vista 29-seater, suitable**  
selection from £125-£650.  
**MANY other BEDFORD luxury coaches of all types**  
available. All thoroughly checked and prepared.  
Full inspection, road test and service check sheet offered  
with pleasure.

**PLEASE WRITE, PHONE OR CALL FOR FULL**  
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DERBY ROAD,  
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**1952 BEDFORD Duple 37-seater.**  
**1951 BEDFORD Duple 33-seater.**  
**CURRIES COACHES.** Broadway, Bexleyheath 1132.  
873-92  
**BEDFORD 1951 33-seater Duple, nice condition, £900,**  
Sands, 40 Carlisle Lane, London, S.E.1. Waterloo  
4781. 873-261  
**1956 BEDFORD 41-seater Duple, Formica sides,**  
heaters, very nice condition, certificate of fitness  
1965.  
**1951 BEDFORD 33-seater Duple, very nice con-**  
dition H.P. part-exchange. A. Sprinall,  
Ltd., Plumstead Common, S.E.18, Woolwich 5313.  
873-506

**DISPATCH MOTORS.**  
FORD DISTRIBUTORS.  
256-278 BOROUGH HIGH STREET, S.E.1.  
**1953 BEDFORD Gurney-Nutting 31-seater luxury**  
coach, glass roof, quarter tubular racks,  
Bedford cord seats, certificate of fitness 1963.  
**PHONE, WATERLOO 5991.** 873-137  
851



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**1952** BEDFORD Gurney Nutting 35-seater plus courier, good tyres, reconditioned engine, heater, red interior, exceptionally clean and good throughout, £1,125.  
**1951** BEDFORD Special 20-seater, coach-type doors, used privately, good tyres and good order generally, £375.  
**1950** May, BEDFORD Vista (29), in very nice order throughout, good tyres, engine and bodywork, grey and white, certified to 1964, £725.  
**1949** 8-7-6 BEDFORD Vistas (29), various colours, choice of six, clean condition, from £250.  
**1948** BEDFORD bus, 30 seats, front sliding door, rear emergency, exterior two shades of green, repainted and recertified, £325.

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NIGHT, WARE 2896, 873-512

**1957** BEDFORD Duple 41-seater, £2,300.  
**1958** BEDFORD Duple 41-seaters, from £2,500, all in good condition.  
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**1954** BEDFORD Super Vega 38-seater, R6, excellent condition, one owner, certificate of fitness 1964.  
**1953** BEDFORD Super Vega 38-seater, radio and heater, one owner, certificate of fitness 1963.  
**1952** BEDFORD Super Vega 36-seater, 36-seater, radio and heater, roof lights, one owner, certificate of fitness 1962.  
**1950** 1947 29-seater Vistas, current certificates of fitness, choice of three, £250-£650, 873-254

**1955** BEDFORD Duple Vega 35-seater diesel coach, certificate of fitness 1965, £1,650.  
**1955** BEDFORD Plaxton 36-seater diesel coach, certificate of fitness 1965, £1,950.  
**1955** BEDFORD Duple 36-seater petrol coach, certificate of fitness 1965, £1,850.  
**MILBURN MOTORS, LTD.**, 51-59 Milburn St., Glasgow, N.1. Bell 0073, 873-347

**1948** BEDFORD, 29-seater Duple body recently retrimmed in red moquette, exterior red and cream, certificate of fitness September, 1961, £250.

**1950** BEDFORD 29-seater Duple, roof quarter light, tubular rack and Formica side casing, certificate of fitness May, 1965, this machine is in immaculate condition, £600.

**1954** BEDFORD, 38-seater Duple, interior red two shades of blue, certificate of fitness April, 1964, very sound machine, £1,350.

**1956** BEDFORD, 41-seater Duple, roof quarter lights and tubular racks and Formica side casing, radio and heaters, autumn tint interior, exterior two shades of blue, certificate of fitness 1965, choice of two outstanding machines, £2,250 each.

**1956** BEDFORD, 41-seater Yeates Riviera body, roof quarter lights, tubular racks and Formica side casing, radio and heater, certificate of fitness 1965, in excellent condition throughout, £2,250.

#### KIRKBY AND SONS (HART HILL), LTD.

PRYOR MEDE, HART HILL,  
NR. SHEFFIELD.  
Phone, Kiveton 243 and 220, 873-451

**1957** BEDFORD Duple 41-seater, immaculate, total mileage 76,000 only, new tyres all round, fitted heater, radio, wheel discs, colour red and cream, used only for private hire, £2,400.

**1951** BEDFORD Duple 33-seater with courier, will take 35 seats, fitted roof quarters, radio, heater, wheel discs, colour maroon and grey, spotless, good tyres, very attractive coach, would suit small operator, just certified four years, £1,100.

**HIRE-PURCHASE** can be arranged, would consider part-exchange 29 Bedford Vistas.  
**SHELFORD**, Cambs 3183; after hours, Harston 286, 873-407

#### Bedford Wanted

**1949** 1950 BEDFORD Vista, body must be first class. Full details to H. and E. Burnham, Ltd., Cornmarket, Worcester.

**WANTED:** 1950 BEDFORD 29-seater coach. Offers to: Dunn Motors, Ltd., Taunton 2607-8, 875-9038  
**BEDFORDS** wanted, all sizes. Particulars to Thurgoods of Ware, Phone 2383, 873-513

#### BRISTOL

**BRISTOL** double-deckers, 56 seats, 51W Gardner engines, all-metal bodies, low bridge, from £225.  
**BRAYLISH**, Timber Works, Lowfield Heath, Crawley, Surrey, Horley 4536, 875-9040

#### COMMER

**1956** COMMER Plaxton 41-seater luxury coach, red interior, radio, heaters, exterior grey-blue, engine recently reconditioned, good tyre equipment, smart and attractive, certified June, 1961, £2,685. Below.

**1951** COMMER Avenger Churchill 34-seater luxury coach, red interior, radio, heater, exterior grey-maroon, certified April, 1961, clean, only £475. Below.

**1950** COMMER Avenger Plaxton 33-seater, nice interior, in green, exterior repainted cream and red, good tyre equipment, smart, certified July, 1962, only £685.

**ALF MOSELEY, LTD.**, Knightthorpe Rd., Loughborough, Phone 4777 (two lines), 873-230

**1956** COMMER TS3, 4-speed gearbox with over-drive, Duple 41-seater, radio, heaters, excellent condition, £1,950. A. Green (Coaches), Ltd., 213a Rose St., London, E.17, Coppermill 1138-9, 875-8746

### Used Passenger Vehicles (contd.)

**£695** Only, 1951 COMMER Avenger 33-seater luxury coach, Plaxton, 8-ft. wide, radio and heater, green-cream, excellent condition and appearance, one careful owner, Wilde and Bennett, Ltd., Hadfield, Phone, Glossop 2902-3, After hours 2356, 873-184

#### CROSSLEY

**CROSSLEY**, 1949, two 33-seater coaches and two 35-seater omnibuses, Birmingham bodies; all four in service and certified 1962, well maintained, sound condition, good appearance. To clear at low prices, Mace-Wales Motors, Newtown, Mid Wales, Phone, Newtown 345, 874-9030

**1953** CROSSLEY 37-seater, Churchill body, certificate of fitness 1962, in primer.  
**BROADHEAD ASSOCIATES**, Ace of Spades Garage, Bailey, near Macclesfield, Phone, Prestbury 80-43, 873-459

#### FORD THAMES

**1960** FORD Duple demonstrator, red and grey interior, blue-ivory exterior, heaters, 2-speed axle, very low mileage, £3,600. Lamberts of Kingston, Ltd., 140 London Rd., Kingston, Phone, Kin 7700 or after hours Molesey 6949, 873-152

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#### CHARLES COPPOCK, LTD.

#### SERVICE BUSES.

THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.  
SPECIAL.

**1946** GUY Arab, powered 51W Gardner oil engine, 36-seater buses, coachwork by Brush, current certificates of fitness, can be viewed by appointment.  
**SPARES**. See our advertisement in Spare Parts and Supplies

PHONE, SALE 5633.

GRAMS, "BUSUNITS," 873-68

**SILVER WINGS COACHES**, Westland Garage, Bretall Lane, Stourbridge, Phone 3047-8.

**1954** GUY, 41-seater Burlingham body, Gardner underfloor 6-cylinder engine, certificate of fitness 1964. For sale or exchange with late model Bedford, Commer or Thames preferred, 873-130

**1954**, July, GUY Arab lightweight coaches, fitted underfloor 6H1W Gardner engines, 41-seater Burlingham Seagull bodies, certificate of fitness 1964, choice of eight; these vehicles are being replaced by new and are available at short notice for the very low price of £2,150.

**DON LEVERALL (COMMERCIAL VEHICLES), LTD.**, 24 Cleveland Rd., Wolverhampton, Phone 23212, 873-225

#### LEYLAND

**1951** LEYLAND Tiger PS2, diesel, full front, 33-seater, radio, heater, sunshade roof and microphone, certificate of fitness to 1965, recolluded and new tyres, £975. C.C.S., Ltd., 11-13 Parr St., Liverpool, 1, Royal 4597, 874-9018

**1951** LEYLAND Royal Tiger, 41-seater, glass roof quarters, air brakes, Formica side panels, radio, heaters, certificate of fitness 1961, £1,650.

**BRECHWOOD COACHES**, 267 Chelmsford Rd., Brentwood, Essex, Phone 1243, 873-153

**1949** LEYLAND Comet luxury 28-seater coach, heater, certificate of fitness September, 1963, new appearance, £700. T. H. Gosling and Son, Marcham-le-Fen, Boston, 873-177

#### LEYLAND PD25!!!

**LOW-BRIDGE** 53-seater 8-ft. wide Brush bodies. An unrepeatable opportunity for you to obtain one of a quantity of these popular vehicles. Manufactured 1949-50 and powered by O.600 Leyland engines. Any trial or examination welcomed. Vehicles taken in part-exchange, terms. The opportunity you have waited for, do not miss it. Further particulars:—

**W. NORTH (P.V.), LTD.**, Pontefract Rd., Stourton, Leeds, 10, Phone, Rothwell 3157 or 3155, 874-9053

**1948** LEYLAND PS1, 35-seater Duple body, heaters, exceptional mechanical condition, certificate of fitness to 1963. Jennings, Ashen, Sudbury, Suffolk, 873-x8744

#### Leyland Wanted

**WANTED**, LEYLAND PS2 with 0600 engine, half-cab type, certificate of fitness or body condition not important, but chassis must be reasonable and sound, details and price to Box CM210, care of "The Commercial Motor," 873-x8521

#### MAUDSLAY

**1950** MAUDSLAY Marathon Mark III, late-type 7.7-litre engine, green interior, Gurney-Nutting coachwork, certificate of fitness to 1964, £265, Star Tours, Gainsborough 2707, 873-x8566

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#### HAMBLINS OF LEICESTER.

#### DISTRIBUTORS OF TROJAN VEHICLES.

**TROJAN** luxury coach, 34-seater public service vehicle, seven years' certificate, Dunlopilo headrest, luxury interior, fitted diesel engine giving 45 m.p.g. (£1,475 ex works).

**TROJAN** 13-seater rural bus, public service vehicle, seven years' certificate, £1,175 ex works.

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Phone 61228, 873-241

### Used Passenger Vehicles (contd.)

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MARK III A.E.C. R.T. TYPE

**SUPER DOUBLE-DECKERS.**

ALL MACHINES UNCONDITIONALLY

GUARANTEED.

**1947**-48 Mk. III RT-type A.E.C. double-decker, ex London Transport) with 56-seater A.E.C. chassis, fitted late series low-mileage 9.6 diesel engines (some under 15,000) in super mechanical and body condition, complete in all details and ready for immediate service, certificates of fitness to 1963-64, 10, price £600-£650.

**1948**-49 Mk. III A.E.C. double-deckers with 36-seater A.E.C. chassis, fitted late series low-mileage 9.6 diesel engines, in super mechanical and body condition, complete in all details, certificates of fitness to 1963, fresh into stock, choice of six, £600-£650.

**1948**-47 Mk. II A.E.C. 56-seater double-decker, Metcam and Park Royal bodies, fitted diesel engines, certificate of fitness to 1962, price £500.

#### SINGLE-DECKERS.

**1950** Mk. III A.E.C. full-fronted Windowver, full luxury Continental bodies, reclining front, three centre roof lights, seasonal use only, late series low-mileage 9.6 A.E.C. diesel engines, certificates of fitness to 1964-65, just recertified, price £850.

**1949** Mk. III A.E.C. 34-seater service saloon, Brush all-metal bodies, fitted low-mileage series 9.6 diesel engines, in excellent mechanical and body condition, choice of six, certificates of fitness to 1962, just into stock, price £450-£500.

**1948** A.E.C. Plaxton bodied 43-seater, repainted and ready for immediate service, certificate of fitness to 1962-63, price £350-£400.

**1949** A.E.C. Mk. III with 34-seater Brush all-metal bodies, fitted 7.7 A.E.C. diesel engine in good mechanical and body condition, certificates of fitness just expired, choice of four, to clear £225-£275.

**1949** A.E.C. Mk. III, 34-seater Brush all-metal bodied, fitted low-mileage 9.6 diesel engines, 2 boxes, certificates of fitness to 1962, price £450-£500.

**1952** full-fronted full luxury Continental all-coach bodies, fitted late series low-mileage 9.6-cylinder diesel engines for Continental tour, certificates of fitness to end of 1962, price £750-£800.

**1948** LEYLAND PS1 with 35-seater Wilbur thin-wall all-metal service saloon bodies, good mechanical and body condition, complete in all details, certificates of fitness to 1962, choice of 24, price £350-£400.

**1948** LEYLAND PS1, 32-seater Park Royal bodied, fitted low-mileage PS1 engines, certificate of fitness to 1962, price £350-£400.

**1950** LEYLAND TSG6, built up to PS1 specification, re-seated and refitted, this year, price £250-£275.

**1948** Eastern Coachworks thin-wall all-metal bodied 51W Gardner diesel engines, 5-speed gearbox, good mechanical and body condition, complete in all details, certificates of fitness to 1961-62, price £250-£300.

**ENGINES**. We have in stock engines, complete with dynamo and distributor, for all makes of passenger vehicles. Gardner 6.5, 4LW, JLK, A.E.C. 7.7 and 9.6, Leyland 8.6 and PS1, all ranging from £100-£175.

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**F.C.S., LTD.** **F.C.S., LTD.**

#### F.C.S. WORKS,

LONDON ROAD,

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NEAR RUGBY.

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#### MAKERS OF "EUROPA" COACHWORK.

**THE** safe way to buy a new or second-hand coach is to call and see a reputable fully equipped coach specialist. A luxury coachwork manufacturer, repairers and with complete chassis service works and stores we feel we can rightly claim to be in the coach specialist category.

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**FOR PERSONAL, FRIENDLY ATTENTION AND SERVICE.**

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#### W. S. YEATES, LTD.

DERBY ROAD,

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**STANLEY HUGHES AND CO. LTD.**  
LIDGE GARAGE, WHITEHALL ROAD,  
GOMERSAL, NEAR LEEDS.  
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**OWING TO LATE DELIVERY**  
OFFERS FOR IMMEDIATE DELIVERY AT  
SPECIAL REDUCTION PRICES.

NEW and unregistered FORD Thames 41-seater  
Burlingham, red interior.  
NEW and unregistered FORD Thames 41-seater  
Duple, red interior.

**LUXURY COACHES.**

60 Registered June, BEDFORD SB1, diesel, fitted  
with 41-seater Burlingham body, immaculate,  
£5,250.  
A.E.C. Reliance fitted with Panorama 41-seater  
bodies, air brakes, immaculate condition, choice  
of two.

59 BEDFORD SB1 41-seater Burlingham.  
52 FODEN 37-seater Burlingham, fitted 6LW  
engine, immaculate condition.  
52 DAIMLER Freeline, fitted with 37-seater  
Burlingham body, certificate of fitness 1962.

52 SENTINEL 601 underfloor 39-seater, full-  
fronted Continental coach by Associated Coach-  
builders, rear boot, roof lights, certificate of fitness  
1964.

54 SENTINEL 401 underfloor 35-seater, full-  
fronted all-metal luxury coach by Beadle, roof  
boot, certificate of fitness May, 1965.  
54 DENNIS Falcon full-fronted 35-seater luxury  
coach by Duple, power-operated doors, Eaton  
May, 1964.

51 DENNIS Lancel III 37-seater full-fronted luxury  
coach by Viste, May, 1962.  
51 DENNIS Lancel III 33-seater full-fronted luxury  
coach by Associated Coach Builders (certificate  
expired, would put through for certificate).  
1964.

**SERVICE BUS.**

57 BEDFORD SB3 passenger chassis, fitted 42-  
seater Duple service bus body, immaculate, as  
new, £4,500.  
52 DENNIS Lancel III full-fronted 39-seater  
service bus, body by Associated Coach Builders,  
May, 1963.

**USED COACHES.**

56 BEDFORD 41-seater Duple, immaculate con-  
dition, £2,350.  
56 COMMER Harrington Contender, fitted Rolls-  
Royce engine, 27-seater, immaculate condition  
throughout, cost over £6,000, 9.00 x 20 tyres, special  
certificates.

55 BEDFORD 24-seater luxury coach, Eaton  
2-speed, amplifier, certified for five years,  
£2,500.  
51 FODEN 43-seater Bellhouse Hartwell body,  
2-stroke, special clearance, £700.

51 FODEN 39-seater, Bellhouse Hartwell body,  
£550.  
51 TILLINGS 35-seater full-front, fitted new seats,  
6LW Gardner, £450.  
50 A.E.C. Windower 33-seater, 9.6 engine, pre-  
selector, choice of two, £350 each.

49 COMMER, fitted Wilkes and Meade body, new  
tyres, certified to 1962, £400.  
48 MAUDSLAY 33-seater Burlingham, fitted Plax-  
ton full-front, certificate of fitness to 1962,  
£100 each.

Number of PSIs, Dennis, Bedford, Maudslays from  
£100 each.  
AURES for all types of passenger vehicles including 9.6  
and 7.7 engines, 7.4 Leyland, 6LW Gardner, Leyland  
men, at knock-out prices.

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**FRANK COWLEY.**

**200**

**COACHES ACTUALLY IN STOCK.**  
READY FOR IMMEDIATE SERVICE.

47 A.E.C. double-deckers, bodily and mechanically  
as new, certified and ready to go into imme-  
diate service, £310 each.

51 CROSSLEY double-decker, all-metal body with  
A.E.C. 7.7 diesel engine, certified and ready  
for immediate service, £375.

48 CROSSLEY low-bridge double-decker, certified  
1963, in immaculate condition throughout, £295.  
45 GUY, double deck, fitted with Gardner 5LW  
diesel engine, a super machine carrying full  
load and certified until September, 1962, £295.

45 DISTON low-bridge double-deckers (choice of 15),  
fitted with Gardner 5LW diesel engines, almost  
new bodies and immaculate throughout, £295 each.

49 BRISTOL 33-seater coaches, Gardner 5LW  
engines and 5-speed gearboxes, a very lovely  
set of coaches, £395 each.

49 LEYLAND PS1 32-34-seater buses, all in  
excellent condition and ready for immediate  
use, £275 each.

LEYLAND high- and low-bridge double-deckers, 1949  
and 1950 bodies, excellent and very clean throughout,  
£275 each.

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Manchester, Blackfriars, 7577 and Blackfriars 1048.  
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COACH SHOWROOMS AND SERVICE STATION.  
FARNHAM TRADING ESTATE.  
FARNHAM, SURREY.  
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WE INVITE YOU TO OUR FARNHAM COACH  
SHOWROOMS TO EXAMINE  
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**FIRST-CLASS USED COACHES**

WHICH WE CONFIDENTLY CLAIM TO BE THE  
FINEST IN THE SOUTH.

1960 A.E.C. Reliance Plaxton Panorama, 41-seater,  
red interior, cream-maroon exterior, wireless,  
microphone, heaters, air conditioned, low mileage, as new,  
£5,250.

1959 BEDFORD petrol Duple, 41-seater, glass roof  
quarters, heaters, red interior, cream-maroon  
exterior, low mileage, as new, £3,250.

1958 BEDFORD SB1, diesel, Burlingham, 41 seats,  
red interior, fawn and brown exterior, one  
owner, certificate of fitness 1963, £3,100.

1955 BEDFORD Yeates Riviera, 36-seater, red  
interior, red-cream exterior, very clean, certifi-  
cate of fitness 1965, £2,100.

1955 BEDFORD Sprinters, 13-seater buses, red low-  
back Dunlopillo seating, choice of two, £395.

1954 BEDFORD Duple, 36 seats, red interior, heater,  
glass roof quarters, blue-cream exterior, £1,800.

1953 BEDFORD Duple Super Vega, 35 seats,  
7 ft. 6 in. wide, autumn tint interior, maroon-  
cream exterior, very clean, certificate of fitness 1964,  
£1,575.

1951 BEDFORD Duple, 35 seats, choice of two,  
certificate of fitness 1961, £1,050.  
1950 DAIMLER full-front, 33 seats, red interior,  
certificate of fitness 1962, lift-up vents, must  
be sold, £875 o.n.o.

1952 51 DENNIS Falcons, 33-35 seats, with Burling-  
ham Seagull bodies, choice of three, from £550.  
1950 DENNIS J3 full-front 33 seats, red interior,  
certificate of fitness November, 1963, £600.

1950 COMMER Avenger, Strachan body, 33-seater,  
blue interior, cream exterior, certificate of  
fitness February, 1962, £275.

1947 BEDFORD Vistas, 29 seats, choice of two,  
certificate of fitness 1962, £250.  
1947 DAIMLER Plaxton, 35 seats, red interior,  
certificate of fitness September, 1961, £275.

REBUILT 1947 A.E.C. Duple, 35 seats, maroon-cream  
exterior, red interior, very clean, certificate of fitness  
December, 1960, £250.  
SELECTION of petrol- and diesel-engined coaches for  
carriage of personnel, from £100.  
INEXPENSIVE BEDFORD Vistas for mobile shops.  
Site offices, usually available from £80.

**ALL VEHICLES OVER £500 ARE STEAM  
CLEANED AND WORKS CHECKED.**

AS Plaxton-Burlingham authorized repairers for the  
south, we offer a good repair service, also painting  
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usually arrange to hire you a coach whilst yours is off  
the road. 873-517

**YORK BROS., LTD.**

1947 A.E.C. Mark II 32-seater Harrington, choice  
of two.  
1949 A.E.C. Mark II 33-seater Harrington, choice  
of two.  
1949 MAUDSLAY 31-seater Whitsun.

1949 A.E.C. Mark III 31-seater Whitsun.

1950 A.E.C. Mark III 33-seater Duple, choice of  
two.

1951 LEYLAND Royal Tigers, 39 Burlinghams,  
choice of two.

**ALL the above vehicles have certificates of fitness and  
can be seen by appointment.**

**YORK BROS. (NORTHAMPTON), LTD.,**  
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**COACH OPERATORS:**

A NUMBER OF THE EVER-INCREASINGLY  
POPULAR THAMES DUPLÉ 41-SEATERS SUPER DE  
LUXE DIESEL-POWERED COACHES NOW AWAIT  
YOUR PAINTING INSTRUCTIONS.

GOOD PART-EXCHANGE ALLOWANCES.  
PLACE YOUR ORDERS NOW.

A.E.C. 7.7 buses, 35-36 and 38-seaters, certificates  
of fitness, prices from £200 each.

COMMER 29-seater Scottish Aviation coachwork,  
certificate of fitness.

GUY Araba SLWs, 33-seater coaches, certificate of  
fitness 1963 (choice of two).

LEYLAND TD5, 1949 Alexander all-metal frame, 53-  
seater, low-bridge double-deck bodies, certificate of  
fitness.

LEYLAND PS1, 31-, 33- and 35-seaters, Burlingham  
coaches and buses, certificate of fitness.

**MILLBURN MOTORS (PRESTON), LTD.,**  
WALMER BRIDGE, LONGTON,  
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PASSENGER AND COACH DEALERS.

ALL VEHICLES ADVERTISED ARE ACTUALLY IN  
STOCK AND CAN BE INSPECTED AT OUR  
ADDRESS OR AT YOUR PREMISES.

1959 BEDFORD Super Vega, 41-seater full luxury  
Duple body, fitted with heater, speech amplifi-  
cation and many other extras, small mileage, as new,  
certified 1965.

1956 BEDFORD Super Vega, 8-ft. and 7-ft. 6-in.  
wide 41-seaters, full luxury Duple body, fitted  
with radio and heaters, Perspex quarters and many other  
extras, in good clean condition throughout, certified 1961,  
choice of four.

1954 BEDFORD Ventura, 38-seater, full luxury  
Plaxton body, fitted with lift-up roof vents,  
front and rear dome lights, heater, in good clean  
condition throughout, certified 1964.

1954 BEDFORD Super Vega 36-seater, full luxury  
Duple body, fitted with heater, lift-up roof  
vents, in good clean condition throughout, certificate of  
fitness 1964.

1951 MAUDSLAY 9.6, 39-seater full luxury Harring-  
ton dorsal fin body, fitted with radio, heater,  
good clean condition throughout, certificate of fitness  
1961.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater,  
full luxury Duple body, in good clean condition  
throughout, certificate of fitness 1961.

1950 MORRIS, fitted with a diesel engine, full front,  
29-seater, full-luxury coach body, in good clean  
condition throughout, certificate of fitness 1962.

1950 ALBION 6-cylinder oil-engined 35-seater, full  
luxury long wheel green body, in good clean  
condition throughout, just been recertified.

1947 BEDFORD Vista, 29-seater Duple bodies,  
certified 1961-62, choice of several.  
SEVERAL coaches suitable for workmen and mobile  
shops at very reasonable prices.

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**DON EVERALL, LTD.,**  
34 CLEVELAND ROAD,  
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.  
**END OF SEASON PRICE REDUCTIONS.**

1956 BEDFORD petrol 41-seater Burlingham coach,  
£2,450.

1955 BEDFORD petrol 36-seater Duple coaches,  
certified 1965, choice of two, £2,100.

1954 BEDFORD petrol 33-seater Burlingham Seagull  
coach, individual adjusting seats, glass roof  
quarters, heaters, etc., certified 1964, £1,350.

1953 BEDFORD petrol 36-seater Duple coaches,  
heaters, glass roof quarters, certified 1963,  
choice of three, £1,500.

1952 DAIMLER Freeline 43-seater Metalcraft coaches,  
choice of two, certified 1962, £1,550.

1952 LEYLAND Royal Tiger 41-seater Yeates luxury  
coach, certified 1962, £1,800.

1951 LEYLAND Royal Tiger 39-seater Bellhouse  
Hartwell coach, certified 1961, £1,550.

1951 FODEN 6LW Gardner 41-seater Bellhouse  
Hartwell coach, certified 1961, £1,000.

1951 LEYLAND Royal Tiger 39-seater Burlingham  
coach, certified 1961, £1,400.

1951 COMMER Avenger, petrol, 33-seater coaches,  
choice of three, £350.

1950 BEDFORD petrol 29-seater Duple Vista coaches,  
£200-£300.

**50**  
**DIESEL 33-SEATER HALF-CAB AND 29-SEATER**  
**PETROL COACHES AT £150-£500, OR AVAILABLE**  
**FOR**  
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**FOR SHORT OR LONG PERIODS.**  
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**NIGHTS AND WEEK-ENDS 23247 AND 22293.**

**DON EVERALL, LTD.,** 873-226

**SAVILLE MOTOR SALES, LTD.,**  
STRAFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242 (15 lines).  
And on Saturday afternoons, 4005.

1951 BEDFORD petrol Plaxton 33-seater, radio,  
clean and mechanically good, finished green and  
black, green interior, certificate of fitness, 1961.

1950 LEYLAND PS1 full-front 33-seater coach by  
Associated Coach Builders, finished in red and  
cream, sun roof, heaters, recertified for six years, this is  
an excellent vehicle and only wants seeing.

WE are now taking orders for the 1961 model Duple  
41-seater, mounted on BEDFORD petrol and diesel  
and A.E.C. Reliance chassis. Your inquiries welcomed.

**HIRE-PURCHASE. PART-EXCHANGE.**  
**ALSO AT:-**  
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**130 Tons A Licences, South Western Area, comprising**

**19 A and special A and six contract A. Lucra-**

**tive long-established contracts with tremendous tonnage**

**moved weekly and very excellent future prospects.**

**Modern vehicles, well maintained. Box CM7116, care of**

**"The Commercial Motor."** 874-8992

### Spare Parts and Supplies (contd.)

**BEDFORD Commer, A.E.C., Ford and most others.**  
Also wide-base contention sets, 20,000 in stock.  
**TURNER AND KNIGHT**, Southfield Paddock, Pope's  
Lane, Ealing W.5. Ealing 4298. zzz-728

**J. CHARLTON**, commercial vehicles and spares.  
**J. Hyphatia St., Bury Rd., Bolton.** Phone, Bolton 9671.  
2,000. Wheels in stock of all types and sizes, English  
and American. zzz-873

### WHEELBASE EXTENSIONS

**BAICO** wheelbase extensions to all popular makes of  
commercial vehicles, including Austin, Bedford,  
Commer, Dodge, Ford, Guy, Morris etc. Baico Patents,  
Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick  
2286-7. zzz-930

**CHASSIS DEVELOPMENTS, LTD.**, Skimpot Industrial  
Estate, Luton 52371, for Bedford wheelbase extensions  
and York third axle conversions. 879-88-8

### WINDSCREENS

**PERSPEX** cut to size and pattern. Denny, Ltd., 111  
Northwood Rd., W.14. She 5152, 1426. zzz-113

**WINDSCREEN** assemblies, half-drops, sliding windows,  
manufactured alloy brass-steel. Quick frame repair  
and replating service. British Steel Frame Co., Ltd., 205  
Cambridge Heath Rd., London, E.2. Shoreditch 3272-5.  
zzz-603

### Miscellaneous Advertisements (contd.)

**WELL-ESTABLISHED** haulage limited company, 23  
tons, general A on three late 8-wheelers, for sale.  
Mae 7211; evenings, Upl 6407. 873-9008

**SALE, special A licence 4 tons, Metropolitan Area,**  
with 1957 Commer T53 in good condition. Offers,  
Box CM733, care of "The Commercial Motor." 873-33

**DEVON.** Haulage business: five A licences for 26 tons  
with five lorries (1955-60), three B licences with three  
Bedfords, £25,000. Agents: Cherry and Cherry, Saint  
Paul's Rd., Newton Abbot. Phone 1341. 873-31

**YARD** to let, Handsworth, Birmingham, district; suit-  
able storage and haulage practice. Stockland Garage,  
Erdington, Birmingham. Erdington 2488. 873-9

### WILDE AND BENNETT, LTD.

**TWO 1952 THORNCROFT Trident 8-10-ton lorries,**  
each with A licence, approximately 4 tons with very  
good normal use conditions for long-distance haulage.  
North West Area. Limited Company, Manchester

**HAULAGE business.** Limited Company, Manchester  
Area, with three modern vehicles with A licences for  
approximately 10 tons unladen weight, only £2,500, avail-  
able immediately.

**FULLER** particulars of the above businesses can be  
supplied on request and some hire-practice is avail-  
able.

### HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 873-183

**OLD-ESTABLISHED** Road Transport Business (Ltd.,  
Co.), for sale, Eastern Area, modern fleet (30 vehicles)  
of A and B licences, modern offices, good workshops,  
warehouse and six acres of yard and open storage.  
Particulars to principals only. Box No. CM739, care of  
"The Commercial Motor." 874-8717

**SMALL, established** coach business, centred Norwich,  
three coaches, three schools and one workers' con-  
tracts, used all the year, private hire, 8950, 873-8715  
Coaches, 163 Earls Road, Norwich, Norfolk. 873-8715

### Businesses, Premises, Offices, etc., Wanted

**WANTED.** Haulage Businesses with Special A licences,  
ordinary A licences and B licences. In any part of  
the country or alternatively we are prepared to sell your  
business for a commission as we have numerous clients on  
our books.

### WILDE AND BENNETT, LTD.,

**HADFIELD, MANCHESTER.**

Phone, Glossop 2902-3.

AFTER HOURS 2356. 873-183

**TRANSPORT company wanted.** Metropolitan Area.  
General Goods, up to eight vehicles, A or wide range  
B licences, required for own use, not for resale. Apply  
Box CM5915, care of "The Commercial Motor." 873-392

**WANTED** in north-west London or Hertx. Area, yard  
approximately 30,000 sq. ft., suitable for use as a  
transport and storage depot, purchaser has small depot  
for exchange if required. Mil 6802. 874-8716

### CONTRACTS FOR HIRE AND

### WANTED

**CONTRACT A or B work wanted** for 10-ton tipper,  
owner-driver, any district. Box CM732, care of  
"The Commercial Motor." 873-34

**CONTRACT work required** for 7-ton tipper in South  
Yorkshire Area. Fieldens', Ralph Ellis Drive,  
Stockbridge, near Sheffield, Yorks. 873-8655

**CONTRACT required** for 10-ton B licence, 25 miles  
radius London. Box CM7320, care of "The Com-  
mercial Motor." 873-504

**CONTRACTS** or regular traffic required for new 15-ton  
open A licences, London and Midlands. Phone,  
Waltham Cross 22142. 874-9064

### Miscellaneous Advertisements (contd.)

#### CONVERSIONS

**HENDYS FOR FORD.**  
BRITAIN'S FIRST FORD DEALER.  
**DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.**  
LET US QUOTE YOU.

**PERCY HENDY, L. TD.,**  
SOUTHAMPTON 28331 (EIGHT LINES).  
222-955

**CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.**  
ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST.  
MORE M.P.G.  
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.  
Let us quote you for your vehicles.

**QUICKS FOR FORDS.**  
INDUSTRIAL UNIT SALES DEPT.,  
WILMSLOW ROAD, CHEAD, CHESHIRE.  
Phone, Mercury 2345-6. 222-929

**PETROL ENGINES TO DIESEL CONVERSION UNITS.**  
**PRAILLS (HEREFORD), L. TD.,**  
HOLMER ROAD, HEREFORD.  
Phone 4221 (six lines). 873-815

#### FINANCIAL AND PARTNERSHIP

**PARTNER** or partners wanted with £5,000 to £10,000 to run a large motor sales and dismantling yard, approximately 8 to 10 acres of ground, registered business within 30 miles of London (well-known concern). Box CM7312, care of "The Commercial Motor." 873 x8712

#### INSURANCE

**PAUL CHILDS, L. TD.,**  
58 BIRCH GROVE,  
LONDON, W.3.  
Acorn 2398.  
BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. 222-763

#### LUBRICATING OIL

**BEST-QUALITY** lubricating oil, SAE 40 supplied to Government by Shell, in 4½-gal. jerricans, 18s. per can, delivered 200 miles, in 100-can lots, gear oil same price.  
**L. W. VASS, LTD.,** Amphill, Bedford. Amphill 3255. 222-683

#### MISCELLANEOUS

**BUILDINGS** for sale. Steel framed, steel sheeted buildings with asbestos sheeted roofs, for sale in Brighton area.  
**80 FT.** long by 30 ft. wide and 10 ft. to eaves, 60 ft. long by 20 ft. wide by 10 ft. to eaves, 18 ft. long by 12 ft. wide by 8 ft. to eaves. Ideal for garaging or warehousing. Mayer, Newman and Co., Ltd., 15 Arundel St., W.C.2. 873-286

#### NOTICES

**TRIMPROOF FABRICS, LTD.,** of Trim, Ireland, manufacturers of P.V.C. leatherette, etc., following an increase in their business with the British motor industry, they have appointed Leeway Engineering, Ltd., of Morley House, 320 Regent St., W.1, phone, Lananham 3894, as their representatives for the United Kingdom and inquiries should in future be sent to them. 873-145

#### SITUATIONS VACANT

**A.M.N.I.** City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

**COMMERCIAL** bodybuilders and improvers for new light timber van construction, good wages and bonus scheme, excellent canteen facilities. Apply personally or write to Mr. Marshall, Laundry Transport Services, Ltd., 61 Upper Richmond Rd., Putney, S.W.15. Vandycie 4216. 873-8978

**REQUIRE** diesel apprentice of three or four years' standing, good salary and working hours in a mid-west Canadian city. Please state experience, length of apprenticeship, age and other references. Single man preferred. Write: Oil Industry Suppliers, Ltd., P.O. Box 573, Winnipeg, Manitoba, Canada. 873-9014

### Miscellaneous Advertisements (contd.)

**FLEET** owner, situated in Saint Boniface, Manitoba, Canada, requires first-class diesel mechanic. Must have completed apprenticeship and hold papers. Single man preferred. Must have first-class references. Write: Oil Industry Suppliers, Ltd., P.O. Box 573, Winnipeg, Manitoba, Canada. 874-9015

**MECHANIC**, fully skilled, preferably with B.M.C. and Vauxhall experience; pension scheme; flat available to suitable applicant. Please apply to Logsdon's Garage, Ltd., Royston, Herts. Phone 2281. 874-9004

**TRACTOR** and motor fitter required. Thomas Gravson, Ltd., Warton, Carnforth, Lancs. Phone, Carnforth 361. 873-9016

**ASSISTANT** to fleet and wholesale sales manager (car & commercial) required, sound product knowledge and selling experience essential, excellent opportunity, transport provided, non-contributory pension scheme. **APPLY** in writing to The Secretary, Welch and Co., Ltd., Vauxhall and Bedford Main Dealers, Redcliffe St., Bristol, 1. 873-xB8578

**EXPERIENCED** car salesman required by Vauxhall main dealers, flat free of rent and rates, available under service tenancy, transport provided, non-contributory pension scheme. **APPLY** in writing to The Secretary, Welch (Frome), Ltd., Cork St., Frome, Somerset. 873-xA8578

### BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

**MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.**

**RAPIDLY** expanding dealership in East London requires commercial vehicle representative, he will be required to expand sales and eventually take charge of sales planning. The position offers excellent prospects for a man fitted to take responsibility. Box CM712, care of "The Commercial Motor." 873-32

#### LIBYA

**BRITISH COMPANY SEEK MAN CAPABLE OF STARTING AND TAKING CHARGE OF A SCHOOL TO TRAIN LIBYAN NATIONALS AS MOTOR MECHANICS, MACHINE SHOP OPERATIVES AND WELDERS FOR STEEL FABRICATION.**

Applicants should be of mature age, have good previous experience of this type of instruction and, preferably, be able to speak Arabic. Good salary, low income tax, free air passages, furnished accommodation, home leave and non-contributory pension scheme.

#### WRITE

**BOX AG/141,**  
C/O 95 BISHOPSGATE, E.C.2. 873-12

**TRAFFIC** Manager wanted, north-east England, capable of quoting heavy abnormal loads and experienced in control of men, knowledge of licensing, etc., an advantage. Please state previous experience and salary required. Apply Box CM726, care of "The Commercial Motor." 874-9029

**COMMERCIAL-VEHICLE** Fitter required by fleet operators at Market Harborough; must have experience of diesels, A.E.C., Atkinson, Foden and Bedford. Write, giving full particulars of past experience, to Secretary, Federated Road Transport Services, Ltd., 62 Nichols St., Leicester. 873-3

**WANTED**, first-class Commercial-vehicle Fitters, also Vehicle Electricians (Leyland, Scammell, Albion experience an advantage). Rates of pay according to ability. Apply the Service Manager, J. H. Sparshatt and Sons, Ltd., London Rd., Hilsa, Portsmouth, Hants. 873-7

**YOUNG** mechanics, engineer required for interesting work on Land Rovers. Details of experience and salary required to Searle, Ltd., Thames St., Sunbury, Middx. 874-9031

**MALE** clerk required to assist transport manager. A general haulage licence, south-east London wharves, non-contributory pension scheme, luncheon vouchers, state age, experience, if any, and salary required. Box CM737, care of "The Commercial Motor." 873-187

### Miscellaneous Advertisements (contd.)

**GLIKSTEN (WEST AFRICA), L. TD.,**  
CARPENTERS ROAD,  
STRATFORD,  
LONDON, E.15.

**REQUIRE A FOREMAN MECHANIC**

For an appointment in Ghana. Applicants should have a recognized sound and sound experience in the repair and maintenance of heavy industrial vehicles, earthmoving equipment, and be between the ages of 25 and 35. Possession of a final City and Guilds Certificate or similar qualification would be an advantage.

**PLEASE WRITE WITH FULL PARTICULARS TO THE PERSONNEL OFFICER.**

**TRANSPORT** manager required for fleet of 20 to 30 mostly tipper. Apply Cleve Hill Transport and Co., Ltd., Craven Place, Cleve Hill, near Ludlow, Shire.

**SENIOR** Fitter required, experienced in petrol and electric vehicles essential, must be a disciplinarian and able to take charge in manager's absence. Must be an A.E.U. member, rate 6s. 3d. per Superannuation scheme, holiday and sickness (after qualifying period). Apply in first instance General Manager, Entfield Highway Co-operative Ltd., 112 Ordinance Rd., Enfield.

**ASSISTANT** transport manager required to transport director in operation of fleet of mainly 150 commercial vehicles and coaches (London area). Must be able to deal with correspondence, records and wages calculation, excellent opportunity for keen voice, writing, driving experience, present position and salary expected applications will be acknowledged. Apply Box CM731, care of "The Commercial Motor."

**TRAFFIC** clerk or manager required for coach show, Surrey. Staff of 40, experienced and desirable. Apply, stating qualifications and required. Box CM7321, care of "The Commercial Motor."

**WORKS** manager required for a modern body shop in Surrey. Staff of 40, experienced and desirable. Apply, stating qualifications and required. Box CM7321, care of "The Commercial Motor."

**EXPERIENCED** garage manager required to take over the maintenance of a fleet of mainly medium heavy oil-engined vehicles; this is a first-class position with an expanding company for an ambitious man, bonus scheme and superannuation. Box CM731, care of "The Commercial Motor."

**NORTH** London Bedford dealers require experienced salesman, must be capable of running initiative, pension scheme and car to write in full confidence, Sales Manager, Box CM731, care of "The Commercial Motor."

**COMMERCIAL** vehicle salesman required, some experience essential, age over 24, remuneration on expenses and commission basis. Apply in writing to instance to W. Harold Perry, Ltd., Station Road, Wealdstone, Middx.

**FITTER-DRIVER** required for coach fleet in Surrey, accommodation available. Box CM731, care of "The Commercial Motor."

**SALES** manager required for main distribution London area. Must be experienced in commercial sales, have good knowledge of second-hand value. Give details of experience and state age. Box CM731, care of "The Commercial Motor."

**COMMERCIAL** salesman required by Ford dealer in Southport. Salary and commission. Apply by letter in strict confidence giving past experience and any further relevant information to Motors, Ltd., 4 Virginia St., Southport, Lancs. 873-1

**WANTED**, mechanically minded person to control direct labour. Must be capable of taking control in absence of owner of coach and garage. Sales of coaches, commercial vehicles and spares, cottage now, new house later (Warwickshire). Put given to person willing to deposit security in full integrity. Please reply stating age, experience, required, etc. Box CM7317, care of "The Commercial Motor."

#### SITUATIONS WANTED

**AMBITIOUS** young man seeks position as a Manager with Vauxhall-Bedford main dealer. Experienced in accountancy of time, flat rate times and methods. Box CM734, care of "The Commercial Motor."

**AGED** 29, seven years with leading commercial transport and vehicle repair factory, owns own sales office, two years London export office, two overseas developing new market, requires interesting aggressive administration post in motor trade with remuneration. Sole reason for change—own salaries too low throughout. Box CM7311, care of "The Commercial Motor."

#### STORAGE AND DISTRIBUTION

**CLEAN**, dry storage, centre of Bristol, with distribution service covering South Wales, South West England, Wessex-Wales Traffic Services, Ash Lodge, Temple Back, Bristol. Phone 22311.

**WAREHOUSING** and distribution facilities, types of goods in the North West and West lands areas. Scheduled daily "mails" collecting delivery services. Dean Group Transport, Ltd., St. Salford, 3. Deansgate 6801.

**ON** A40 five miles from Oxford, 8,000 sq. ft. space, suitable for change-over depot and phone, Eynsham 320.

**(contd.) Miscellaneous Advertisements (contd.)**

**WAREHOUSE** to be erected in Sheffield to cover approx. 700 sq. yd., suitable for redistribution of goods to Yorkshire, Nottingham, Derbyshire and Lincolnshire. Inquiries and for further particulars, write or call, Wm. Bradley and Co., 73-85 Broughton Lane, Sd. 9. Phone 41449. 874-9011

**TENDERS**

**COUNTY BOROUGH OF WALLASEY.**

**AMBULANCE VEHICLE.**

**ENDERS ARE INVITED FOR THE SUPPLY OF ONE DENNIS AMBULANCE AND OFFERS ARE TO BE FOR DAIMLER AMBULANCE, REGISTRATION NO. AHF 777 (FIRST REGISTERED 6.4.50) IN PART-EXCHANGE.**

Conditions and form of tender, etc., may be obtained from the Chief Fire Officer, Central Fire Station, Wallasey. Completed tenders should be returned in the envelope provided to reach the undersigned not later than Saturday, October 1, 1960.

**A. G. HARRISON,**

Town Clerk. 873-17

**BOROUGH OF WREXHAM.**

**ENDERS ARE INVITED FOR THE FOLLOWING VEHICLES:-**

**ONE 1½-TON VAN**

(ONE AUSTIN VAN TO BE TAKEN IN PART-EXCHANGE).

**ONE 15-CWT. PICK-UP LORRY**

(ONE AUSTIN VAN TO BE TAKEN IN PART-EXCHANGE).

Soundness of the above two vans is not guaranteed and they may be seen by appointment with the Town Engineer and Surveyor, 31 Chester St., Wrexham, who will show a form of tender and further particulars regarding the new vehicles and vans to be taken in part-exchange can be obtained.

Tenders in plain sealed envelopes endorsed "Tender for Van" and "Tender for Pick-up" to the undersigned by not later than 12 noon on September 17, 1960.

**PHILIP J. WALTERS,**

Town Clerk. 873-14

**SOUTHERN ELECTRICITY BOARD,**

**NO. 2 (NEWBURY) SUB-AREA.**

**ENDERS ARE INVITED FOR THE PURCHASE AND REMOVAL OF THE FOLLOWING:-**

ONE 1955 MORRIS 5-CWT. VAN.

ONE 1953 FORD 10-CWT. VAN.

TWO 1955 FORD 10-CWT. VANS.

THREE 1953 AUSTIN 10-CWT. PICK-UPS.

ONE 1954 AUSTIN 10-CWT. PICK-UP.

ONE 1953 MORRIS 30-CWT. LORRY.

ONE 1953 MORRIS 5-TON LORRY (NON-RUNNER AXLE).

ONE KISMET TROLLEY-TYPE PUMP.

For terms, conditions of sale, etc., may be obtained from the Transport Officer, Hambridge Road, Newbury, (Phone Newbury 1681), and the items for sale may be viewed there between 9 a.m. and 4.30 p.m. Monday to Friday inclusive.

Completed tender forms should be submitted to the Sub-Secretary, 7 Oxford Rd., Newbury, Berks. to reach him not later than September 19, 1960. 873-8

**Miscellaneous Advertisements (contd.)**

**FILLING STATION SITE FOR SALE.**

**PLYMSTOCK, DEVON.**

Prominent site for petrol filling station to be sold by tender, closing date November 1. Frontage approximately 280 ft. to Horn Cross Road, adjoining shopping centre.

Plan and particulars from Land Agent, DEVON COUNTY COUNCIL, THE CASTLE EXETER. 873-74

**TUITION**

**ENGINEERING** course by post, A.M.I.Mech.E., City and Guilds, etc., and many practical training courses in mechanical, motor and electrical work. No books to buy. Write for free prospectus stating subject to I.C.S., Interact House, Parkgate Rd. (Dept. 434), London, S.W.11. 873-389

**BOOKS AND PUBLICATIONS**

**MAINTENANCE RECORD** (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.

**DIESEL** oil stock books. Cost books, etc. Send for descriptive lists. **CHARWOOD PUBLISHING CO., LTD.**, Coalville. 222-699

**MOTOR VEHICLE MECHANICS' TEXTBOOK** (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Work, this book is designed for students entering for the Award of the National Craftsman's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers or 13s. 4d. by post from the publishers Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**LONDON WHARVES AND DOCKS** (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"MODERN CLEANSING APPLIANCES,"** by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**WHO'S WHO IN THE MOTOR INDUSTRY** (Third Edition). A directory of Personnel in the British Motor and Commercial Vehicle industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 44s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS** (43rd Edition). Contains 11 operating cost tables for petrol, oil and electric goods and passenger-carrying vehicles. Explanatory articles provide an introduction to the Tables, show how to record tyre costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wear rates, the cost of fuel and a 10-year comparison of costs. 56 pages. 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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**FOR NEW & USED COMMERCIALS**

**Books and Publications (contd.)**

**THE ROAD TRANSPORT ENGINEER.** Edited by G. MacKenzie Jagger. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**THE OPERATORS' GUIDE TO THE TRANSPORT ACT 1953.** Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"FARM MECHANIZATION" DIRECTORY, 1958-59.** Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated, 462 pages, 30s. net from booksellers, or 31s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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EST. 1861

**You'll get a good deal from 'North Central'**

'North Central' are the oldest hire purchase finance company in the world, and have unrivalled experience. Their standing is undoubted — they are a subsidiary of the National Provincial Bank. 'North Central' are interested in financing the purchase of cars, motor cycles, commercial vehicles, caravans, agricultural machinery and all types of factory plant.

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A Subsidiary of the National Provincial Bank

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**THIRD AXLE and TWIN STEER CONVERSIONS FOR EXTRA PAYLOAD**

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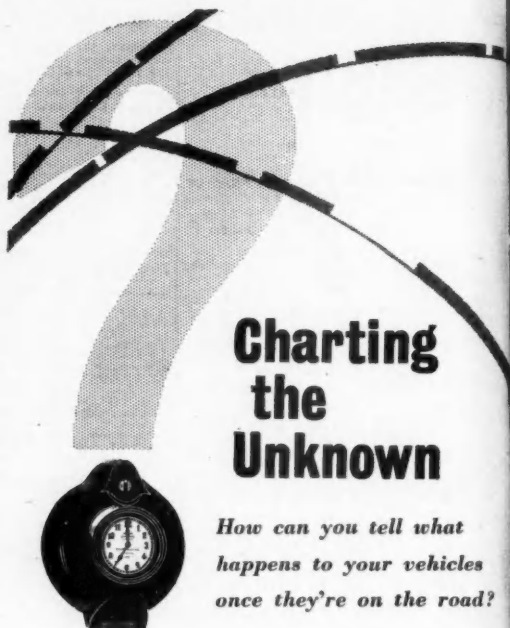
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# COMMERCIAL VEHICLE SALES AND REPAIRS

"ESSEX" LTD.

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**SPARE PARTS FOR ALL MAKES AVAILABLE**

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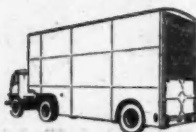
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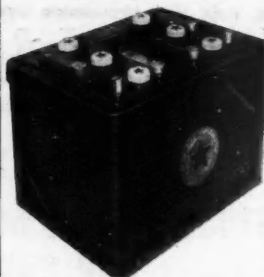
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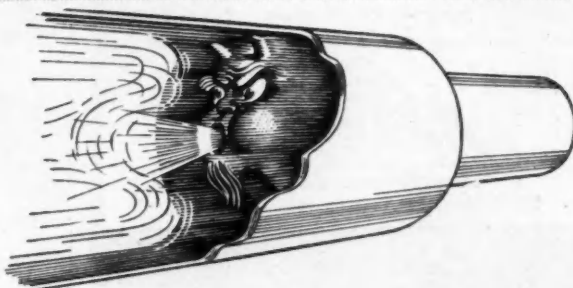
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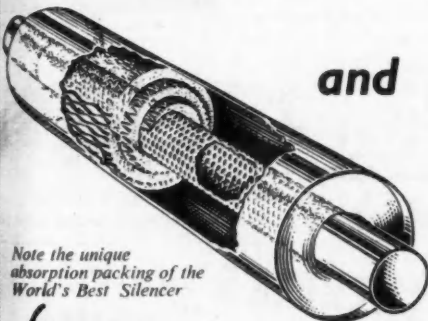


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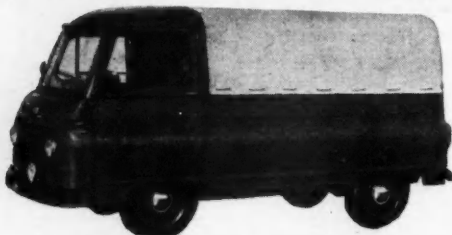
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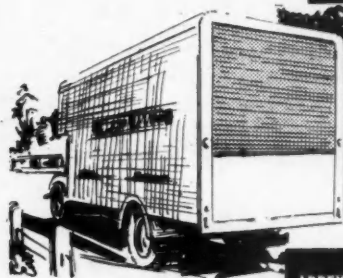
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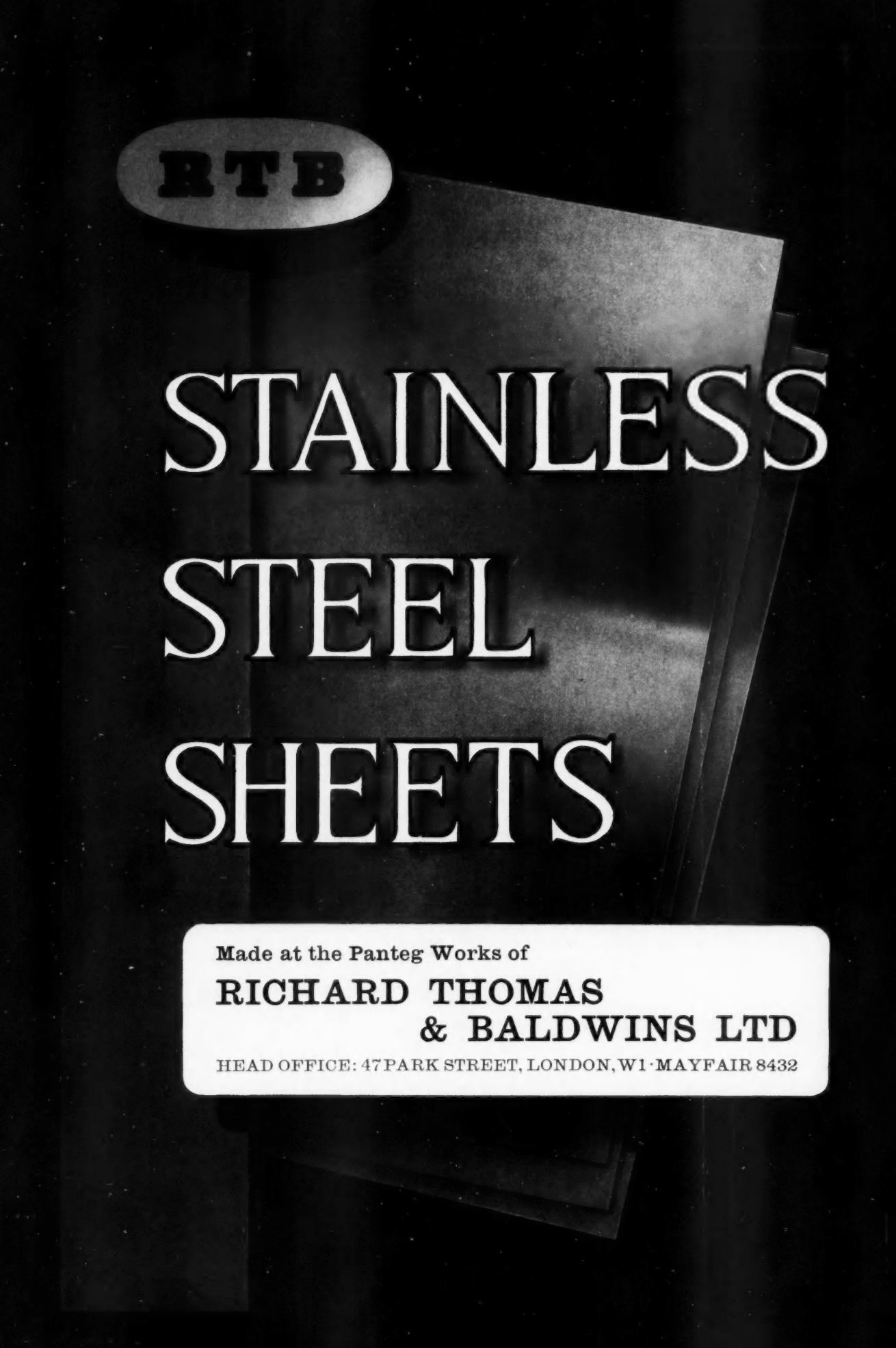
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